9.4.1.1 Centre zone

9.4.1.1 Reconfiguring a lot code - Centre zone

9.4.1.1.1 Purpose - Centre zone

1. The purpose of this part of the Reconfiguring a lot code is to facilitate and manage the outcomes of development for reconfiguring a lot and its associated Operational Works in the Centre zone, to achieve the Overall Outcomes.

2. The purpose of this part of the code will be achieved through the overall outcomes as identified in Part 9.4.1 - Reconfiguring a lot code and the following additional Centre zone specific overall outcomes:

    a. Reconfiguring a lot:

        i. does not cause the unnecessary fragmentation of land that may inhibit the future development of the land as intended by the stated outcomes for the centre; and

        ii. results in lots having a shape, size and dimension that preserves the opportunities for a development of the lot to achieve the stated outcomes for the centre; and

        iii. preserves the greatest opportunities for the creation of Active frontages; and

        iv. provides opportunities for lawful vehicle and/or pedestrian connections between sites, public land or active uses (for example access easements between adjoining carparks that may be volumetric connections between buildings above or below the surface of the ground); and

        v. provides opportunities for lawful interconnected servicing between sites with vehicle connections across an Active frontage minimised or avoided wherever possible by providing vehicle access locations at alternative locations.

    b. Reconfiguring a lot delivers lot sizes and dimensions that will assist in the delivery of a scale and intensity of development commensurate with centre activities consistent in the applicable precinct.

    c. Reconfiguring a lot avoids areas subject to constraint, limitation, or environmental values. Where reconfiguring a lot cannot avoid these identified areas, it responds by:

        i. adopting a ‘least risk, least impact’ approach when designing, siting and locating development to minimise the potential risk to people, property and the environment;

        ii. ensuring no further instability, erosion or degradation of the land, water or soil resource;

        iii. maintaining environmental values, including natural, ecological, biological, aquatic, hydrological and amenity values, and enhancing these values through the provision of environmental offsets, landscaping and facilitating safe wildlife movement through the environment;

        iv. protecting native species and protecting and enhancing native species habitat;

        v. protecting and preserving the natural, aesthetic, architectural historic and cultural values of significant trees, places, objects and buildings of heritage and cultural significance;

        vi. establishing effective separation distances, buffers and mitigation measures associated with major infrastructure to minimise adverse effects on sensitive land uses from noise, dust and other nuisance generating activities;

        vii. ensuring it promotes and does not undermine the ongoing viability, integrity, operation, maintenance and safety of major infrastructure;

        viii. Ensuring effective and efficient disaster management response and recovery capabilities.

    d. The Reconfiguring a lot, Operational works associated with the Reconfiguring a lot, and uses expected to occur as a result of the Reconfiguring a lot:

i. responds to the risk presented by overland flow and minimises risk to personal safety;

ii. is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;

iii. does not impact on the conveyance of overland flow up to and including the Overland Flow Defined Flood Event;

iv. directly, indirectly and cumulatively avoids an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

e. Reconfiguring a lot achieves the intent and purpose of the Centre zone outcomes as identified in Part 6 or where in the Redcliffe Kippa-Ring local plan area, achieves the intent and purpose of the Redcliffe Kippa-Ring local plan and applicable precinct as identified in Part 7.

9.4.1.1.2 Requirement for assessment

Part A - Criteria for assessable development - Centre zone

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part A, Table 9.4.1.1.1 as well as the purpose statement and overall outcomes of this code.

Where development is categorised as assessable development - impact assessable, the assessment benchmarks become the whole of the planning scheme.

Table 9.4.1.1.1 Assessable development - Centre zone

<table>
<tr><th>Performance outcomes</th><th>Examples that achieve aspects of the Performance Outcomes</th></tr>
<tr><td colspan="2">Lot size and design</td></tr>
<tr><td>PO1

Lots have appropriate area and dimension for the establishment of uses consistent with the applicable precinct of the Centres zone, having regard to:

a. convenient and safe access;

b. on-site car parking;

c. service vehicle access and manoeuvring;

d. appropriately sited loading and servicing areas;

e. setbacks, buffers to sensitive land uses and landscaping where required.

Note - refer to the overall outcomes for the Centre zone (applicable precinct) for uses consistent in this precinct.</td><td>E1

Lots comply with the following minimum sizes to facilitate appropriate uses and preferred scale and intensity of development:

<table>
<tr><th>Zone (Precinct)</th><th>Min. lot size</th><th>Min. frontage</th></tr>
<tr><td colspan="3">Centre Zone</td></tr>
<tr><td>Higher order</td><td>1000m^2</td><td>40m</td></tr>
<tr><td>District</td><td>1000m^2</td><td>20m</td></tr>
<tr><td>Local</td><td>N/A</td><td>N/A</td></tr>
<tr><td colspan="3">Redcliffe Kippa-Ring Local Plan</td></tr>
<tr><td>Redcliffe seaside village precinct; Kippa-Ring village precinct</td><td>1000m^2</td><td>40m</td></tr>
<tr><td>Local services precinct; Health precinct</td><td>1000m^2</td><td>20m</td></tr>
</table>
</td></tr>
<tr><td>PO2</td><td>E2.1</td></tr>
</table>

The layout and frontage of lots does not result in the need for additional or wider vehicle cross overs that might impede pedestrian activity and movement along the primary frontage with access arrangements between sites provided wherever possible and where able, secured by easement.	Lots having a primary street frontage of less than 20m are provided with a secondary street access for vehicle movements.
	E2.2 Lots have rear service lane access.
	E2.3 Shared vehicle access arrangements are provided between adjoining lots and secured by easement.. Note - An registered access easement may be required to ensure shared access between properties is permitted. Note - Buildings on the site will be required to address the primary street frontage in accordance with the relevant zone code.
PO3 The creation of additional allotments adjoining arterial and sub-arterial roads does not adversely affect the safety and efficiency of these roads (refer Overlay map - Road hierarchy).	**E3** New lots on arterial and sub-arterial roads are provided with a secondary street access for vehicle movements. Note - Buildings on the site will be required to address the primary street frontage in accordance with the relevant zone code.
PO4 Where adjoining and adjacent to existing or proposed public spaces, reconfiguring a lot promotes safety, amenity and activity within the public space by facilitating connections to existing footpaths or roadways.	No example provided.
PO5 The layout of the development results in the creation of a strong and positive identity through: a. the provision of clearly legible movement and open space networks; b. an appropriate design response to site and locality characteristics.	No example provided.
PO6 Lots do not compromise the viability of adjoining lots and provide for optimum integration with existing or future development on surrounding land, having regard to: a. the connectivity of access and open space networks;	No example provided.

b. the efficient provisions of infrastructure; c. the appropriate location of boundaries and road reserves.	
Utilities	
PO7 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Street design and layout	
PO8 The road network creates convenient access to arterial and sub-arterial roads for heavy vehicles and commercial traffic without introducing through traffic to residential streets.	No example provided.
PO9 Development maintains, contributes to or provides for a street layout that is designed to connect to surrounding neighbourhoods, providing an interconnected street, pedestrian and cyclist network that connects nearby centres, neighbourhood hubs, community facilities, public transport nodes and open space to residential areas. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve compliance with this outcome.	**E9.1** Development provides and maintains the connections shown on the following movement figures: a. Figure 1 - Morayfield - Anderson Road b. Figure 2 - Deception Bay - Bailey Road / Park Road c. Figure 3 - Mango Hill d. Figure 4 - Kallangur **E9.2** For areas not shown on the above movement figures, no example provided. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on achieving the Performance outcome.
PO10 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking;	No example provided.

d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO11 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is within 200m of a transport sensitive location such as a school, shopping centre, bus or train station or a large generator of pedestrian or vehicular traffic; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection in the morning or afternoon transport peak within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses and Industry greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces; • Development has a trip generation rate of 100 vehicles or more within the peak hour; • Development which dissects or significantly impacts on an environmental area or an environmental corridor.	**E11.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E11.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E11.3**

The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO12 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E12** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres;

	ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres. d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.
PO13 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m. Note - Frontage roads include streets where no direct lot access is provided. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport. Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.	**E13** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following: Situation: Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard. Minimum construction: Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads. Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

	Note - Construction includes all associated works (services, street lighting and linemarking). Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
PO14 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E14** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO15 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E15.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E15.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Stormwater location and design	
PO16 Where development is for an urban purpose that involves a land 2500m^2 or greater in size and results in 6 or more lots, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.	No example provided.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	
PO17 Development is designed and constructed to achieve Water Sensitive Urban Design best practice including: a. protection of existing natural features; b. integrating public open space with stormwater corridors or infrastructure; c. maintaining natural hydrological behaviour of catchments and preserving the natural water cycle; d. protecting water quality environmental values of surface and ground waters; e. minmising capital and maintenance costs of stormwater infrastructure. Note - Refer to Planning scheme policy - Integrated design (Appendix C) for more information and examples on water sensitive urban design. Note - A site based stormwater management plan prepared in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this PO.	No example provided.
PO18 Stormwater drainage infrastructure (including inter-allotment drainage) within private land is protected by easements in favour of Council with sufficient area for practical access for maintenance. Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.	**E18** Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows: **Pipe Diameter** / **Minimum Easement Width (excluding access requirements)** Stormwater pipe up to 825mm diameter / 3.0m Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter / 4.0m Stormwater pipe greater than 825mm diameter / Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side).

	Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system. Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
PO19 Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.	No example provided.
PO20 Natural streams and riparian vegetation are retained and enhanced through revegetation.	No example provided.
PO21 Areas constructed as detention basins: a. are adaptable for passive recreation; b. appear to be a natural land form; c. provide practical access for maintenance purposes; d. do not create safety or security issues by creating potential concealment areas; e. have adequate setbacks to adjoining properties; f. are located within land to be dedicated to Council as public land.	**E21** Stormwater detention basins are designed and constructed in accordance with Planning scheme policy - Integrated design (Appendix C) and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
PO22 Development maintains the environmental values of waterway ecosystems.	No example provided.
PO23 A constructed waterbody proposed to be dedicated as public asset is to be avoided, unless there is an overriding need in the public interest.	No example provided.
PO24 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E24** The surface level of a lot is at a minimum grade of 1:100 and slopes towards the street frontage, or other lawful point of discharge.

Stormwater management system

PO25 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E25** The roads, drainage pathways, drainage features and waterways safely convey the stormwater flows for the defined flood event without allowing flows to encroach upon private lots.
PO26 Overland flow paths (for any storm event) from newly constructed roads and public open space areas do not pass through private lots and allow safe and convenient access for pedestrians and cyclists.	**E26** Drainage pathways are provided to accommodate overland flows from roads and public open space areas. The overland flow paths have a minimum width of 8m and are designed and constructed to allow safe and convenient access for pedestrians and cyclists.
PO27 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E27** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO28 The stormwater management system is designed to: a. protect the environmental values in downstream waterways; b. maintain ground water recharge areas; c. preserve existing natural wetlands and associated buffers; d. avoid disturbing soils or sediments; e. avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas; f. maintain and improve receiving water quality; g. protect natural waterway configuration; h. protect natural wetlands and vegetation; i. protect downstream and adjacent properties; j. protect and enhance riparian areas.	No example provided.
PO29	No example provided.

Design and construction of the stormwater management system: a. utilise methods and materials to minimise the whole of lifecycle costs of the stormwater management system; and b. are coordinated with civil and other landscaping works. Note - Refer to Planning scheme policy - Integrated design for guidance on how to demonstrate achievement of this performance outcome.	

Boundary realignment	
PO30 Boundaries realignment: a. do not result in the creation of additional lots; b. is an improvement on the existing land use situation; c. do not result in existing land uses on-site becoming non-compliant with planning scheme criteria; d. result in lots which have appropriate size, dimensions and access to cater for uses consistent with the zone; e. ensure infrastructure and services are wholly contained within the lot they serve; f. ensure the uninterrupted continuation of lots providing for their own private servicing.	No example provided.
Reconfiguring existing development by Community Title	
PO31 Reconfiguring a lot which creates or amends a community title scheme as described in the *Body Corporate and Community Management Act 1997* is undertaken in a way that does not result in existing uses on the land becoming unlawful or otherwise operating in a manner that is: a. inconsistent with any approvals on which those uses rely; or b. inconsistent with the requirements for accepted development applying to those uses at the time that they were established. Note - Examples of land uses becoming unlawful include, but are not limited to the following:	No example provided.

a. Land on which a Multiple dwelling[49] has been established is reconfigured in a way that precludes lawful access to required communal facilities by either incorporating some of those facilities into private lots or otherwise obstructing the normal access routes to those facilities. Those communal facilities may have been required under the requirements for accepted development for the use or conditions of development approval. Editor's note - To satisfy this performance outcome, the development application may need to be a combined application for reconfiguring a lot and a material change of use or otherwise be supported by details that confirm that the land use still satisfies all relevant land use requirements.	
Reconfiguring by Lease	
PO32 Reconfiguring a lot which divides land or buildings by lease in a way that allows separate occupation or use of those facilities is undertaken in a way that does not result in existing uses on the land becoming unlawful or otherwise operating in a manner that is: a. inconsistent with any approvals on which those uses rely; or b. inconsistent with the requirements for accepted development applying to those uses at the time that they were established. Note - An example of a land use becoming unlawful is a building over which one or more leases have been created in a way that precludes lawful access to some of the required communal facilities. Some of the communal car parking facilities have been incorporated into lease areas while other leases are located in a way that obstructs the normal access routes to other communal facilities. Those communal facilities may have been required under the requirements for accepted development for the use or conditions of development approval, but they are no longer freely available to all occupants of the building. Editor's note -To satisfy this performance outcome, the development application may need to be supported by details that confirm that the land use still satisfies all relevant land use requirements. Editor's note – Under the definition in Schedule 2 of the Act, the following do not constitute reconfiguring a lot and are not subject to this performance outcome: a. a lease for a term, including renewal options, not exceeding 10 years; and b. an agreement for the exclusive use of part of the common property for a community titles scheme under the *Body Corporate and Community Management Act 1997*.	No example provided.
Volumetric subdivision	
PO33	No example provided.

The reconfiguring of the space above or below the surface of the land ensures appropriate area, dimensions and access arrangements to cater for uses consistent with the zone and does not result in existing land uses on site becoming non-compliant. Note - Example include but are not limited to: a. Where a commercial or industrial land use contains an ancillary office, the office cannot be separately titled as it is considered part of the commercial or industrial use.	
Access Easements	
PO34 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO35 Where the access easement adjoins a constructed road, it has appropriate grade, verge cross section and safe sight distance for accessing vehicles, through traffic, and active transport users.	No example provided.
PO36 The easement covers all works associated with the access.	**E36** The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO37 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.
Native vegetation where not located in the Environmental areas overlay	
PO38 Reconfiguring a lot facilitates the retention of native vegetation by: a. incorporating native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; b. ensuring habitat trees are located outside a development footprint. Where habitat trees are to be cleared, replacement fauna nesting boxes are provided at the rate of 1 nest box for every hollow removed. Where hollows have not yet formed in trees > 80cm in diameter at 1.3m height, 3 nest boxes are required for every habitat tree removed.	No example provided.

c. providing safe, unimpeded, convenient and ongoing wildlife movement; d. avoiding creating fragmented and isolated patches of native vegetation. e. ensuring that biodiversity quality and integrity of habitats is not adversely impacted upon but are maintained and protected; f. ensuring that soil erosion and land degradation does not occur; g. ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies.	
Noise	
PO39 Noise attenuation structure (e.g. walls, barriers or fences): a. contribute to safe and usable public spaces, through maintaining high levels of surveillance of parks, streets and roads that serve active transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintain the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E39** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless; i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	

Environmental areas (refer Overlay map - Environmental areas and corridors to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance standards. Editors' Note - The accuracy of overlay mapping can be challenged through the development application process (code assessable development) or by way of a planning scheme amendment. See Council's website for details.	
PO40 No new boundaries are located within 2m of High Value Areas.	No example provided.
PO41 Lots are designed to: a. minimise the extent of encroachment into the MLES waterway buffer or a MLES wetland buffer; b. ensure quality and integrity of biodiversity and ecological values is not adversely impacted upon but are maintained and protected; c. incorporate native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; d. provide safe, unimpeded, convenient and ongoing wildlife movement; e. avoid creating fragmented and isolated patches of native vegetation; f. ensuring that soil erosion and land degradation does not occur; g. ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies. AND Where development results in the unavoidable loss of native vegetation within a MLES waterway buffer or a MLES wetland buffer, an environmental offset is required in accordance with the environmental offset requirements identified in Planning scheme policy - Environmental areas.	**E41** Reconfiguring a lot ensures that no additional lots are created within a Value Offset Area.
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance standards.	

PO42 Lots do not: a. reduce public access to a heritage place, building, item or object; b. create the potential to adversely affect views to and from the heritage place, building, item or object; c. obscure or destroy any pattern of historic subdivision, historical context, landscape setting or the scale and consistency of the urban fabric relating to the local heritage place.	No example provided.
PO43 Reconfiguring a lot retains significant trees and incorporates them into the subdivision design, development layout and provision of infrastructure.	No example provided.
Infrastructure buffers (refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply) Note - the identification of a development footprint will assist in demonstrating compliance with the following performance standards.	
Bulk water supply infrastructure	
PO44 Reconfiguration of lots does not compromise or adversely impact upon the efficiency and integrity of Bulk water supply infrastructure.	No example provided.
PO45 Reconfiguring of lots ensures that access requirements of Bulk water supply infrastructure are maintained.	**E45** Bulk water supply infrastructure traversing or within private land are protected by easement in favour of the service provider for access and maintenance.
PO46 Development within a Bulk water supply infrastructure buffer: a. is located, designed and constructed to protect the integrity of the water supply pipeline; b. maintains adequate access for any required maintenance or upgrading work to the water supply pipeline.	**E46** New lots provide a development footprint outside the Bulk water supply infrastructure buffer.
PO47 Boundary realignments:	No example provided.

a. do not result in the creation of additional building development opportunities within the buffer; b. result in the reduction of building development opportunities within the buffer.	
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO48 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure.	No example provided.
PO49 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	**E49** Development ensures that any buildings are not located in an Overland flow path area. Note: A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding property.
PO50 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.

Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	
PO51 Development ensures that overland flow is not conveyed from a road or public open space onto a private lot, unless the development is in a Rural zone.	**E51** Development ensures that overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot, unless the development is in the Rural zone.
PO52 Development ensures that Council and inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment flows and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	**E52.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E52.2** Development ensures that all Council and allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO53 Development protects the conveyance of overland flow such that easements for drainage purposes are provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one property; and c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.

Additional criteria for development for a Park[57]	
PO54 Development for a Park[57] ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E54** Development for a Park[57] ensures works are provided in accordance with the requirements set out in Planning scheme policy - Integrated design (Appendix B).
Riparian and wetland setbacks (refer Overlay map - Riparian and wetland setback to determine if the following assessment criteria apply) Note - - W1, W2 and W3 waterway and drainage lines, and wetlands are mapped on Schedule 2, Section 2.5 Overlay Maps – Riparian and wetland setbacks.	
PO55 Lots are designed to: a. minimise the extent of encroachment into the riparian and wetland setback; b. ensure the protection of wildlife corridors and connectivity; c. reduce the impact on fauna habitats; d. minimise edge effects; e. ensure an appropriate extent of public access to waterways and wetlands.	**E55** Reconfiguring a lot ensures that: a. no new lots are created within a riparian and wetland setback; b. new public roads are located between the riparian and wetland setback and the proposed new lots. Note - Riparian and wetlands are mapped on Schedule 2, Section 2.5 Overlay Maps – Riparian and wetland setbacks.

Movement network figures

Figure 1 - Morayfield - Anderson Road

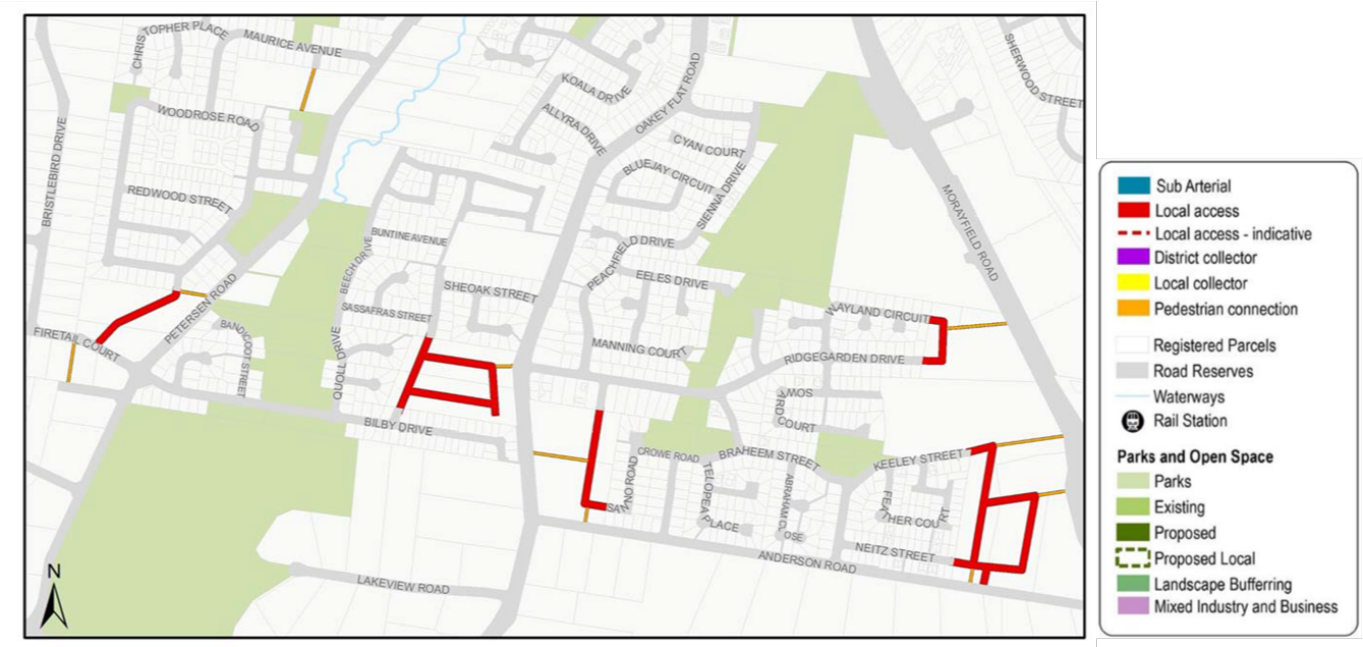

Figure 2 - Deception Bay - Bailey Road / Park Road

Figure 3 - Mango Hill

Figure 4 - Kallangur