9.4.1.12 Township zone

9.4.1.12.1 Township centre precinct

9.4.1.12.1.1 Purpose - Township zone - Township centre precinct

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 Township zone - Township centre precinct, 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 Township zone - Township centre precinct specific overall outcomes:

a. Reconfiguring a lot maintains lot sizes and dimensions which are able to support the scale and intensity of development commensurate with centre activities consistent in the precinct.

b. 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.

c. 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.

d. Reconfiguring a lot achieves the intent and purpose of the Township centre precinct outcomes as identified in Part 6.

9.4.1.12.1.2 Criteria for assessment

Part P - Criteria for assessable development - Township zone - Township centre precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part P, Table 9.4.1.12.1.1 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 9.4.1.12.1.1 Assessable development - Township zone - Township centre precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Lot size and design	
PO1 Lots have appropriate area and dimension for the establishment of uses consistent with the Township centre precinct, having regard to areas required for: 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 and landscaping where required. Note - Refer to the overall outcomes for the Township centre precinct of the Township zone for uses consistent in this precinct.	No example provided.
PO2 Reconfiguring a lot provides for appropriate buffers between existing and future centre uses and existing or potential future sensitive land uses.	No example provided.
PO3 Where adjacent to existing or proposed public spaces, reconfiguring a lot promotes safety, amenity and activity within the public space by facilitating connections to any existing footpaths or roadways.	No example provided.
PO4 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; b. the efficient provisions of infrastructure; c. the appropriate location of boundaries and road reserves.	No example provided.
Utilities	
PO5	No example provided.

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).	
Street design and layout	
PO6 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; 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.	No example provided.
PO7 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;	**E7.1** 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. **E7.2**

• 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 carparking 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. 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.	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. **E7.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design
PO8 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.	**E8** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersection 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 same side = 300 metres; ii. intersection 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.
PO9 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 boding 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.	**E9** 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** / **Minimum construction** 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. 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 land (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.
PO10 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.	**E10** 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.
Stormwater location and design	
PO11 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. 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).	No example provided.
PO12 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;	No example provided.

<table>
<tr><td>c. maintaining natural hydrologic behaviour of catchments and preserving the natural water cycle;

d. protecting water quality environmental values of surface and ground waters;

e. minimising 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.</td><td></td></tr>
<tr><td>PO13

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.</td><td>E13

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:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr><tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr><tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side).</td></tr></table>
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.</td></tr>
<tr><td>PO14

Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.</td><td>No example provided.</td></tr>
<tr><td>PO15</td><td>No example provided.</td></tr>
</table>

Natural streams and riparian vegetation are retained and enhanced through revegetation.	
PO16 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.	**E16** 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.
PO17 Development maintains the environmental values of waterway ecosystems.	No example provided.
PO18 A constructed water body proposed to be dedicated as public asset is to be avoided, unless there is an overriding need in the public interest.	No example provided.
PO19 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E19** 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	
PO20 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E20** 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.
PO21 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.	**E21** 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.

PO22 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.	**E22** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO23 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.
PO24 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.	No example provided.

Boundary realignment	
PO25 Boundary alignments ensure that infrastructure and services are wholly contained within the lot they serve.	No example provided.
PO26	No example provided.

Boundary realignment does not result in existing land uses on-site becoming non-compliant with planning scheme requirements. Note - Examples may include but are not limited to: a. minimum lot size requirements; b. setbacks; c. parking and access requirements; d. servicing and Infrastructure requirements; e. dependant elements of an existing or approved land use being separately titled.	
PO27 Boundary realignment results in lots which have appropriate size, dimensions and access to cater for uses consistent with the precinct. Note - Refer to overall outcomes for the Township zone - Township centre precinct for uses consistent in this precinct.	No example provided.
Reconfiguring existing development by Community Title	
PO28 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: a. Land on which a Dual occupancy**(21)** has been established is reconfigured in a way that results in both dwellings no longer being on the one lot. The reconfiguring has the effect of transforming the development from a Dual occupancy**(21)** to two separate Dwelling houses**(22)**, at least one of which does not satisfy the requirements for accepted development applying to Dwelling houses**(22)**. b. 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.	No example provided.

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	
PO29 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	
PO30 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 precinct and does not result in existing land uses on-site becoming unlawful. Note - Examples may include but are not limited to:	No example provided.

a. Where a commercial or industrial land use contains an ancillary office(53), the office(53) cannot be separately titled as it is considered part of the commercial or industrial use. b. Where a Dwelling house(22) includes a secondary dwelling or associated outbuildings, they cannot be separately titled as they are dependent on the Dwelling house(22) use.	
Access Easements	
PO31 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO32 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.
PO33 The easement covers all works associated with the access.	**E33** The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO34 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	
PO35 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. c. providing safe, unimpeded, convenient and ongoing wildlife movement; d. avoiding creating fragmented and isolated patches of native vegetation.	No example provided.

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	
PO36 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(57), 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.	**E36** 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 constraint 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 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.	
PO37	No example provided.

No new boundaries are located within 2m of High Value Areas.	
PO38 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.	**E38** Reconfiguring a lot ensures that no additional lots are created within a Value Offset Area.
Extractive resources transport route buffer (refer Overlay map - Extractive resources 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.	
PO39 Lots provide a development footprint outside of the buffer.	No example provided.
PO40 Access to a lot is not from an identified extractive industry transportation route, but to an alternative public road.	No example provided.
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.	
PO41	No example provided.

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.	
PO42 Reconfiguring a lot retains significant trees and incorporates them into the subdivision design, development layout and provision of infrastructure.	No example provided.
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.	
PO43 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.
PO44 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..	**E44** 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.
PO45 Development does not:	No example provided.

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. 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	
PO46 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.	**E46** 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.
PO47 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	**E47.1** 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. **E47.2** 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.
PO48 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.	No example provided.

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.	
Additional criteria for development for a Park[(57)]	
PO49 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.	**E49** 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.	
PO50 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.	**E50** 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.
Scenic amenity (refer Overlay map - Scenic amenity 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.	
PO51 Lots are sited, designed and oriented to: a. maximise the retention of existing trees and land cover including the preservation of ridgeline vegetation;	No example provided.

b. maximise the retention of highly natural and vegetated areas and natural landforms by minimising the use of cut and fill; c. ensure that buildings and structures are not located on a hill top or ridgeline; d. ensure that roads, driveways and accessways go across land contours, and do not cut straight up slopes and follow natural contours, not resulting in batters or retaining walls being greater than 1.5m in height.	

9.4.1.12.2 Township convenience precinct

9.4.1.12.2.1 Purpose - Township zone - Township convenience precinct

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 Township zone - Township convenience precinct, 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 Township zone - Township convenience precinct specific overall outcomes:

a. Reconfiguring a lot contributes to the consolidation of centres through greater land use efficiency.

b. Reconfiguring a lot maintains lot sizes and dimensions which are able to support development commensurate with convenience type uses consistent in the 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 Township convenience precinct outcomes as identified in Part 6.

9.4.1.12.2.2 Requirement for assessment

Part Q - Criteria for assessable development - Township zone - Township convenience precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part Q, Table 9.4.1.12.2.1 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 9.4.1.12.2.1 Assessable development - Township zone - Township convenience precinct

Performance Outcomes	Examples that achieve aspects of the Performance Outcomes
Lot size and design	
PO1 Lots have appropriate area and dimension for the establishment of uses consistent with the Township convenience precinct, having regard to areas required for: 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 and landscaping where required. Note - Refer to the overall outcomes for the Township convenience precinct of the Township zone for uses consistent in this precinct.	No example provided.
PO2 Reconfiguring a lot provides for appropriate buffers between existing and future centre uses and existing or potential future sensitive land uses.	No example provided.
PO3 Where adjacent to existing or proposed public spaces, reconfiguring a lot promotes safety, amenity and activity within the public space by facilitating connections to any existing footpaths or roadways.	No example provided.
PO4 Reconfiguring a lot does not compromise potential future connections with adjoining roadways, uses or lots by way of inappropriate boundary or road reserve locations.	No example provided.
Utilities	
PO5 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	

PO6 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; 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.	No example provided.
PO7 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;	**E7.1** 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. **E7.2** 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.

• 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. 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.	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. **E7.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO8 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.	**E8** 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.
PO9 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 boding 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.	**E9** 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 land (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.
PO10 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.	**E10** 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.

Stormwater location and design	
PO11 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. 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).	No example provided.
PO12 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 hydrologic behaviour of catchments and preserving the natural water cycle; d. protecting water quality environmental values of surface and ground waters; e. minimising 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.

<table>
<tr><td></td><td></td></tr>
<tr><td>PO13

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.</td><td>E13

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:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr><tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr><tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side).</td></tr></table>
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.</td></tr>
<tr><td>PO14

Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.</td><td>No example provided.</td></tr>
<tr><td>PO15

Natural streams and riparian vegetation affected by development are retained and enhanced through revegetation.</td><td>No example provided.</td></tr>
<tr><td>PO16

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.</td><td>E16

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.</td></tr>
</table>

PO17 Development maintains the environmental values of waterway ecosystems.	No example provided.
PO18 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.
PO19 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E19** 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.

Boundary realignment	
PO20 Boundary alignments ensure that infrastructure and services are wholly contained within the lot they serve.	No example provided.
PO21 Boundary realignment does not result in existing land uses on-site becoming non-compliant with planning scheme requirements: Note - Examples may include but are not limited to: a. minimum lot size requirements; b. setbacks; c. parking and access requirements; d. servicing and Infrastructure requirements; e. dependant elements of an existing or approved land use being separately titled.	No example provided.
PO22 Boundary realignment results in lots which have appropriate size, dimensions and access to cater for uses consistent with the precinct. Note - Refer to overall outcomes for the Township zone, Convenience precinct for uses consistent in this precinct.	No example provided.
Reconfiguring existing development by Community Title	

PO23 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: a. Land on which a Dual occupancy**(21)** has been established is reconfigured in a way that results in both dwellings no longer being on the one lot. The reconfiguring has the effect of transforming the development from a Dual occupancy**(21)** to two separate Dwelling houses**(22)**, at least one of which does not satisfy the requirements for accepted development applying to Dwelling houses**(22)**. b. 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.	No example provided.
Reconfiguring by Lease	
PO24 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 Multiple dwelling**(49)** 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	No example provided.

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 Multiple dwelling[(49)]. 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*.	
Volumetric subdivision	
PO25 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 precinct and does not result in existing land uses on-site becoming unlawful. Note - Examples may include but are not limited to: a. Where premises are approved as Multiple dwelling[(49)] with a communal open space area, the communal open space cannot be separately titled as it is required by the Multiple dwelling[(49)] approval. b. Where a commercial or industrial land use contains an ancillary office[(53)], the office[(53)] cannot be separately titled as it is considered part of the commercial or industrial use. c. Where a Dwelling house[(22)] includes a secondary dwelling or associated outbuildings, they cannot be separately titled as they are dependent on the Dwelling house[(22)] use.	No example provided.
Access Easements	
PO26 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO27 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.
PO28	**E28**

The easement covers all works associated with the access.	The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO29 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.

Stormwater management system	
PO30 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E30** 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.
PO31 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.	**E31** 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.
PO32 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.	**E32** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO33 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.

PO34 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.	No example provided.
Native vegetation where not located in the Environmental areas overlay	
PO35 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. 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.	No example provided.
Noise	
PO36 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(57), streets and roads that serve active transport	**E36** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless;

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.	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.	
Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply) Note - The preparation of a bushfire management plan in accordance with Planning scheme policy – Bushfire prone areas can assist in demonstrating compliance with the following performance criteria. The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO37 Lots are designed to: a. minimise the risk from bushfire hazard to each lot and provide the safest possible siting for buildings and structures; b. limit the possible spread paths of bushfire within the reconfiguring; c. achieve sufficient separation distance between development and hazardous vegetation to minimise the risk to future buildings and structures during bushfire events; d. maintain the required level of functionality for emergency services and uses during and immediately after a natural hazard event.	**E37** Reconfiguring a lot ensures that all new lots are of an appropriate size, shape and layout to allow for the siting of future buildings being located: a. within an appropriate development footprint; b. within the lowest hazard locations on a lot; c. to achieve minimum separation between development or development footprint and any source of bushfire hazard of 20m or the distance required to achieve a Bushfire Attack Level BAL (as identified under AS3959-2009), whichever is the greater; d. to achieve a minimum separation between development or development footprint and any retained vegetation strips or small areas of vegetation of 10m or the distance required to achieve a Bushfire Attack Level BAL (as identified under AS3959-2009), whichever is the greater;

	e. away from ridgelines and hilltops; f. on land with a slope of less than 15%; g. away from north to west facing slopes.
PO38 Lots provide adequate water supply and infrastructure to support fire-fighting.	**E38** For water supply purposes, reconfiguring a lot ensures that: a. lots have access to a reticulated water supply provided by a distributer retailer for the area; or b. where no reticulated water supply is available, on-site fire fighting water storage containing not less than 10000 litres and located within a development footprint.
PO39 Lots are designed to achieve: a. safe site access by avoiding potential entrapment situations; b. accessibility and manoeuvring for fire-fighting during bushfire.	**E39** Reconfiguring a lot ensures a new lot is provided with: a. direct road access and egress to public roads; b. an alternative access where the private driveway is longer than 100m to reach a public road; c. driveway access to a public road that has a gradient no greater than 12.5%; d. minimum width of 3.5m.
PO40 The road layout and design supports: a. safe and efficient emergency services access to all lots; and manoeuvring within the subdivision; b. availability and maintenance of access routes for the purpose of safe evacuation.	**E40** Reconfiguring a lot provides a road layout which: a. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by: i. a cleared width of 20m; ii. road gradients not exceeding 12.5%; iii. pavement and surface treatment capable of being used by emergency vehicles; iv. Turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines. b. Or if the above is not practicable, a fire maintenance trail separates the lots from hazardous vegetation on adjacent lots incorporating:

	i. a minimum cleared width of 6m and minimum formed width of 4m; ii. gradient not exceeding 12.5%; iii. cross slope not exceeding 10%; iv. a formed width and erosion control devices to the standards specified in Planning scheme policy - Integrated design; v. a turning circle or turnaround area at the end of the trail to allow fire fighting vehicles to manoeuvre; vi. passing bays and turning/reversing bays every 200m; vii. an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service or located on public land. c. excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the lots from hazardous vegetation on adjacent lots; and d. excludes dead-end roads.
Environmental areas (refer Overlay map - Environmental areas to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria. 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.	
PO41 No new boundaries are to be located within 2m of a High Value Area.	No example provided.
PO42 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;	**E42** Reconfiguring a lot ensures that no additional lots are created within a Value Offset Area.

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.	
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 criteria.	
PO43 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.
PO44 Reconfiguring a lot retains significant trees and incorporates them into the subdivision design, development layout and provision of infrastructure.	No example provided.
Landslide hazard (refer Overlay map - Landslide hazard to determine if the following assessment criteria apply) Note - The preparation of a site-specific geotechnical assessment report in accordance with Planning scheme policy – Landslide hazard can assist in demonstrating compliance with the following performance criteria. The identification of a development footprint on will assist in demonstrating compliance with the following performance criteria.	
PO45 Lots ensure that: a. future building location is located in part of a site not subject to landslide risk;	**E45.1** Lots provides development footprint free from risk of landslide.

b. the need for excessive on-site works, change to finished landform, or excessive vegetation clearance to provide for future development is avoided; c. there is minimal disturbance to natural drainage patterns; d. earthworks does not: i. involve cut and filling having a height greater than 1.5m; ii. involve any retaining wall having a height greater than 1.5m; iii. involve earthworks exceeding $50m^3$; iv. redirect or alter the existing flows of surface or groundwater.	**E45.2** Development footprints and driveways for a lot does not exceed 15% slope.
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.	
PO46 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.
PO47 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..	**E47** 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.
PO48 Development does not:	No example provided.

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. 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	
PO49 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.	**E49** 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.
PO50 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	**E50.1** 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. **E50.2** 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.
PO51 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.	No example provided.

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.	
Additional criteria for development for a Park[57]	
PO52 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.	**E52** Development for a Park[57] ensures works are provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated Design.
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.	
PO53 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.	**E53** 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.
Scenic amenity (refer Overlay map - Scenic amenity to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO54 Lots are sited, designed and oriented to: a. maximise the retention of existing trees and land cover including the preservation of ridgeline vegetation;	No example provided.

b. maximise the retention of highly natural and vegetated areas and natural landforms by minimising the use of cut and fill; c. ensure that buildings and structures are not located on a hill top or ridgeline; d. ensure that roads, driveways and accessways go across land contours, and do not cut straight up slopes and follow natural contours, not resulting in batters or retaining walls being greater than 1m in height.	

9.4.1.12.3 Township industry precinct

9.4.1.12.3.1 Purpose - Township zone - Township industry precinct

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 Township zone - Township industry precinct, 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 Township zone - Township industry precinct specific overall outcomes:

a. Reconfiguring a lot maintains lot sizes and dimensions which are able to support the scale and intensity of development commensurate with industrial activities consistent in the precinct.

b. 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.

c. 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.

d. Reconfiguring a lot achieves the intent and purpose of the Township industry precinct outcomes identified in Part 6.

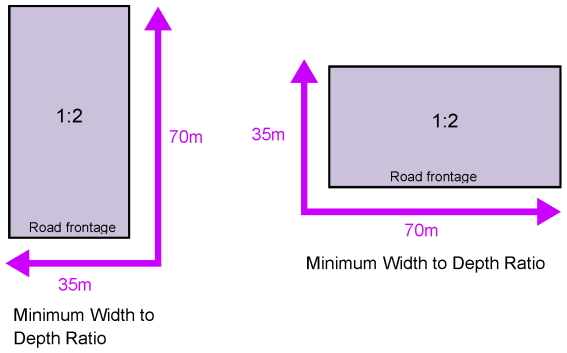
9.4.1.12.3.2 Requirement for assessment

Part R - Criteria for assessable development - Township zone - Township industry precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part R, Table 9.4.1.12.3.1 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 9.4.1.12.3.1 Assessable development - Township zone - Township industry precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Lot size and design	
PO1 Lots have appropriate area and dimension for the establishment of uses consistent with the Township Industry precinct, having regard to areas required for: 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 and landscaping where required. Note - Refer to the overall outcomes for the Township industry precinct of the Township zone for uses consistent in this precinct.	**E1.1** Lots have a minimum site area of 2,500m^2. **E1.2** Lots have a minimum width to depth ratio of 1:2 or 2:1. **Figure - Frontage to Depth Ratio** 
Utilities	
PO2 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	
PO3 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 pedestiran and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location;	No example provided.

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.	
PO4 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. 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.	**E4.1** 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. **E4.2** 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. **E4.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.

PO5 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.	**E5** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides and 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.
PO6	**E6** 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:

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 boding 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.

Situation	Minimum construction
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.	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 land (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.

PO7

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.

E7

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.

Boundary realignment

PO8

Boundary alignments ensure that infrastructure and services are wholly contained within the lot they serve.

No example provided.

PO9 Boundary realignments do not result in existing land uses on-site becoming non-compliant with planning scheme requirements due to: a. lot size; b. parking requirements; c. servicing; d. dependant elements of an existing or approved land use being separately titled. Note - Examples may include but are not limited to: a. Where a commercial or industrial land use contains an ancillary Office(53), the Office(53) cannot be separately titled as it is considered part of the commercial or industrial use.	No example provided.
Reconfiguring existing development by Community Title	
PO10 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: a. Land on which a Dual occupancy(21) has been established is reconfigured in a way that results in both dwellings no longer being on the one lot. The reconfiguring has the effect of transforming the development from a Dual occupancy(21) to two separate Dwelling houses(22), at least one of which does not satisfy the requirements for accepted development applying to Dwelling houses(22). b. 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	No example provided.

details that confirm that the land use still satisfies all relevant land use requirements.	
Reconfiguring by Lease	
PO11 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 Multiple dwelling**(49)** 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 Multiple dwelling**(49)**. 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	
PO12 The reconfiguring the space above or below the surface of the land ensures appropriate area, dimensions and access arrangements to cater for uses consistent with the precinct and does not result in existing land uses on-site becoming unlawful. Note - Examples may include but are not limited to: a. Where a commercial or industrial land use contains an ancillary office**(53)**, the office**(53)** cannot be separately titled as it is considered part of the commercial or industrial use.	No example provided.

Access Easements	
PO13 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO14 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.
PO15 The easement covers all works associated with the access.	**E15** The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO16 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.
Stormwater location and design	
PO17 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. 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).	No example provided.
PO18 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 infrastrucutre; c. maintaining natural hydrologic behaviour of catchments and preserving the natural water cycle;	No example provided.

<table>
<tr>
<td>d. protecting water quality environmental values of surface and ground waters;
e. minimising capital and maintenance costs of stormwater infrastrucutre.

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.</td>
<td></td>
</tr>
<tr>
<td>PO19

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.</td>
<td>E19

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:

<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side).</td></tr>
</table>

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.</td>
</tr>
<tr>
<td>PO20

Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.</td>
<td>No example provided.</td>
</tr>
<tr>
<td>PO21

Natural streams and riparian vegetation are retained and enhanced through revegetation.</td>
<td>No example provided.</td>
</tr>
</table>

PO22 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.	**E22** 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.
PO23 Development maintains the environmental values of waterway ecosystems.	No example provided.
PO24 A constructed water body proposed to be dedicated as public asset is to be avoided, unless there is an overriding need in the public interest.	No example provided.
PO25 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E25** 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	
PO26 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E26** 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.
PO27 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.	**E27** 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.
PO28	**E28**

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.	The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO29 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.
PO30 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.	No example provided.

Native vegetation where not located in the Environmental areas overlay	
PO31 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;	No example provided.

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. 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	
PO32 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.	**E32** 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.	
Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply)	

Note - The preparation of a bushfire management plan in accordance with Planning scheme policy – Bushfire prone areas can assist in demonstrating compliance with the following performance criteria. The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO33 Lots are designed to: a. minimise the risk from bushfire hazard to each lot and provide the safest possible siting for buildings and structures; b. limit the possible spread paths of bushfire within the reconfiguring; c. achieve sufficient separation distance between development and hazardous vegetation to minimise the risk to future buildings and structures during bushfire events; d. maintain the required level of functionality for emergency services and uses during and immediately after a natural hazard event.	**E33** Reconfiguring a lot ensures that all new lots are of an appropriate size, shape and layout to allow for the siting of future buildings being located: a. within an appropriate development footprint; b. within the lowest hazard locations on a lot; c. to achieve minimum separation between development or development footprint and any source of bushfire hazard of 20m or the distance required to achieve a Bushfire Attack Level BAL (as identified under AS3959-2009), whichever is the greater; d. to achieve a minimum separation between development or development footprint and any retained vegetation strips or small areas of vegetation of 10m or the distance required to achieve a Bushfire Attack Level BAL (as identified under AS3959-2009), whichever is the greater; e. away from ridgelines and hilltops; f. on land with a slope of less than 15%; g. away from north to west facing slopes.
PO34 Lots provide adequate water supply and infrastructure to support fire-fighting.	**E34** For water supply purposes, reconfiguring a lot ensures that: a. lots have access to a reticulated water supply provided by a distributer retailer for the area; or b. where no reticulated water supply is available, on-site fire fighting water storage containing not less than 10000 litres and located within a development footprint.
PO35 Lots are designed to achieve: a. safe site access by avoiding potential entrapment situations; b. accessibility and manoeuvring for fire-fighting during bushfire.	**E35** Reconfiguring a lot ensures a new lot is provided with: a. direct road access and egress to public roads; b. an alternative access where the private driveway is longer than 100m to reach a public road;

	c. driveway access to a public road that has a gradient no greater than 12.5%; d. minimum width of 3.5m.
PO36 The road layout and design supports: a. safe and efficient emergency services access to all lots; and manoeuvring within the subdivision; b. availability and maintenance of access routes for the purpose of safe evacuation.	**E36** Reconfiguring a lot provides a road layout which: a. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by: i. a cleared width of 20m; ii. road gradients not exceeding 12.5%; iii. pavement and surface treatment capable of being used by emergency vehicles; iv. Turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines. b. Or if the above is not practicable, a fire maintenance trail separates the lots from hazardous vegetation on adjacent lots incorporating: i. a minimum cleared width of 6m and minimum formed width of 4m; ii. gradient not exceeding 12.5%; iii. cross slope not exceeding 10%; iv. a formed width and erosion control devices to the standards specified in Planning scheme policy - Integrated design; v. a turning circle or turnaround area at the end of the trail to allow fire fighting vehicles to manoeuvre; vi. passing bays and turning/reversing bays every 200m; vii. an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service or located on public land. c. excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the lots from hazardous vegetation on adjacent lots; and d. excludes dead-end roads.

Environmental areas (refer Overlay map - Environmental areas 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.	
PO37 No new boundaries are to be located within 2m of a High Value Area.	No example provided.
PO38 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.	**E38** Reconfiguring a lot ensures that no additional lots are created within a Value Offset Area.
Extractive resources transport route buffer (refer Overlay map - Extractive resources 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.	
PO39 Lots provide a development footprint outside of the buffer.	No example provided.
PO40	No example provided.

Access to a lot is not from an identified extractive industry transportation route, but to an alternative public road.	
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.	
PO41 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.
PO42 Reconfiguring a lot retains significant trees and incorporates them into the subdivision design, development layout and provision of infrastructure.	No example provided.
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.	
PO43 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.
PO44 Development:	**E44** Development ensures that any buildings are not located in an Overland flow path area.

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..	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.
PO45 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. 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	No example provided.
PO46 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.	**E46** 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.
PO47 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.	**E47.1** 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. **E47.2**

Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	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.
PO48 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)	
PO49 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.	**E49** Development for a Park(57) ensures works are provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated Design.
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.	
PO50 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;	**E50** 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.

c. reduce the impact on fauna habitats; d. minimise edge effects; e. ensure an appropriate extent of public access to waterways and wetlands.	Note - Riparian and wetlands are mapped on Schedule 2, Section 2.5 Overlay Maps – Riparian and wetland setbacks.
Scenic amenity (refer Overlay map - Scenic amenity 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.	
PO51 Lots are sited, designed and oriented to: a. maximise the retention of existing trees and land cover including the preservation of ridgeline vegetation; b. maximise the retention of highly natural and vegetated areas and natural landforms by minimising the use of cut and fill; c. ensure that buildings and structures are not located on a hill top or ridgeline; d. ensure that roads, driveways and accessways go across land contours, and do not cut straight up slopes and follow natural contours, not resulting in batters or retaining walls being greater than 1.5m in height.	No example provided.

9.4.1.12.4 Township residential precinct

9.4.1.12.4.1 Purpose - Township zone - Township residential precinct

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 Township zone - Township residential precinct, to achieve the Overall Outcomes.

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 Township zone - Township residential precinct specific overall outcomes:

a. Reconfiguring a lot achieves a variety of lot sizes with a maximum net residential density of 11 lots per hectare.

b. 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.

c. 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.

d. Reconfiguring a lot achieves the intent and purpose of the Township residential precinct outcomes identified in Part 6.

9.4.1.12.4.2 Requirement for assessment

Part S - Criteria for assessable development - Township zone - Township residential precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part S, Table 9.4.1.12.4.1 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 9.4.1.12.4.1 Assessable development - Township zone - Township residential precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Density	
PO1 Reconfiguring a lot does not exceed a maximum net residential density of 11 lots per hectare to maintain the low density character of in the precinct.	No example provided.
Lot size and design	
PO2 Lots have an area, shape and dimension sufficient to ensure they can accommodate: a. a Dwelling house(22) including all domestic outbuildings and possible on site servicing requirements; b. areas for car parking, access and manoeuvring; c. areas for private open space.	**E2** Lot sizes and dimensions comply (excluding any access handles) with Lot Types D, E or F in accordance with Table 9.4.1.6.2.3: Lot Types. Note - For the purpose of rear lots, frontage is the average width of the lot (excluding any access handle or easement)
PO3 Reconfiguring a lot facilitates the provision of varied housing options, a mix of lot sizes that is consistent with the low density character of the precinct and encourages diversity within the streetscape.	**E3** Lot sizes and dimensions comply (excluding any access handles) with Lot Types D, E or F in accordance with Table 9.4.1.6.2.3: Lot Types.
PO4 Lots are distributed throughout the development and are not concentrated within a single location, to create diversity within the streetscape and minimise conflicts between vehicle access and on street parking.	**E4** A maximum of 4 adjoining lots with frontages of 12.5 metres or less are proposed where fronting the same street.
PO5 Lot layout and design avoids the impacts of cutting, filling and retaining walls on the visual and physical amenity of the streetscape, each lot created and of adjoining lots ensuring, but not limited to, the following: a. The likely location of private open space associated with a Dwelling House(22) on each lot will not be dominated by, or encroached into by built form outcomes such as walls or fences; b. Walls and/or fences are kept to a human scale and do not represent barriers to local environmental outcomes and conditions such as good solar access and access to prevailing breezes; and	**E5.1** Lot layout and design ensures that a lot has a maximum average slope of 1:15 along its long axis and 1:10 along its short axis. **E5.2** Retaining walls and benching and associated cutting, filling and other earthworks associated with reconfiguring a lot are limited to: a. a maximum vertical dimension of 1.5m from ground level for any single retaining structure; or

c. The potential for overlooking from public land into private lots is avoided wherever possible; and

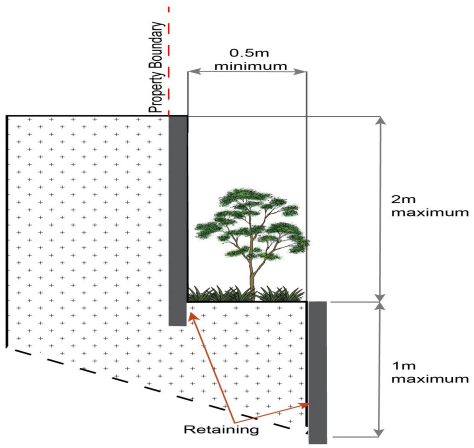
d. Lot design is integrated with the opportunities available for Dwelling House[22] design to reduce impacts.

Note - Refer to Planning scheme policy - Residential design for guidelines on building design on sloped land.

b. where incorporating a retaining structure greater than 1.5m in height, the retaining wall is stepped, terraced and landscaped as follows:

i. maximum 1m vertical, minimum 0.5m horizontal, maximum 2m vertical (refer figure below);

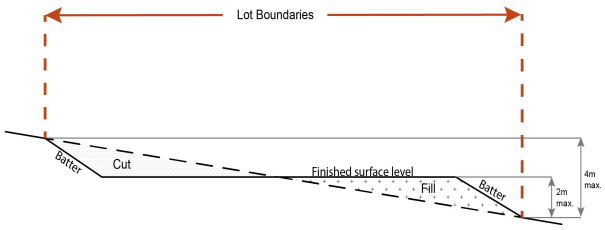
ii. Maximum overall structure height of 3m; or



c. where incorporating benching along the short axis (from side to side boundary) of a lot:

i. The difference between levels at each boundary is no greater than 4m per lot;

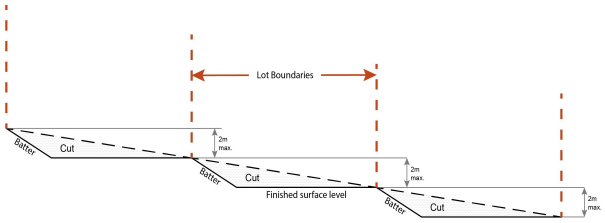
ii. each bench has a maximum height of 2m (refer Figure below); or



d. where incorporating benching along the long axis (from front to rear boundary):

i. each bench has a maximum height of 2m;

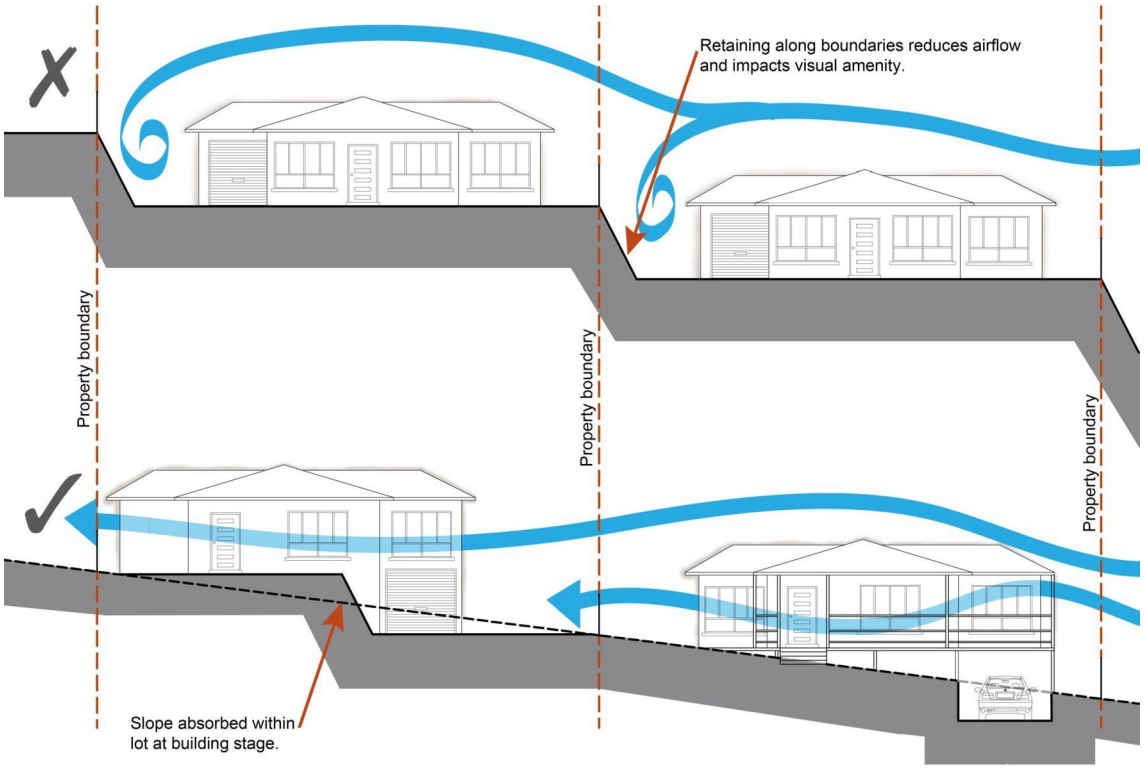
ii. lots orientate up/down the slope.



Note - Benching is to incorporate suitable measures to ensure stabilisation and prevent erosion.

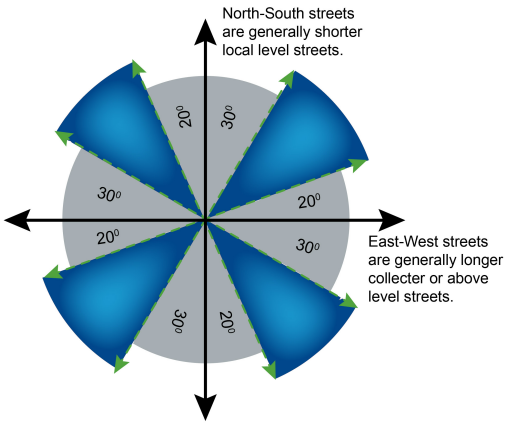
Editor's note - Strict cut and fill requirements apply at the Dwelling house(22) stage. Deferral of slope solutions until building stage is not an acceptable outcome.

Figure - Sloped lot desgin



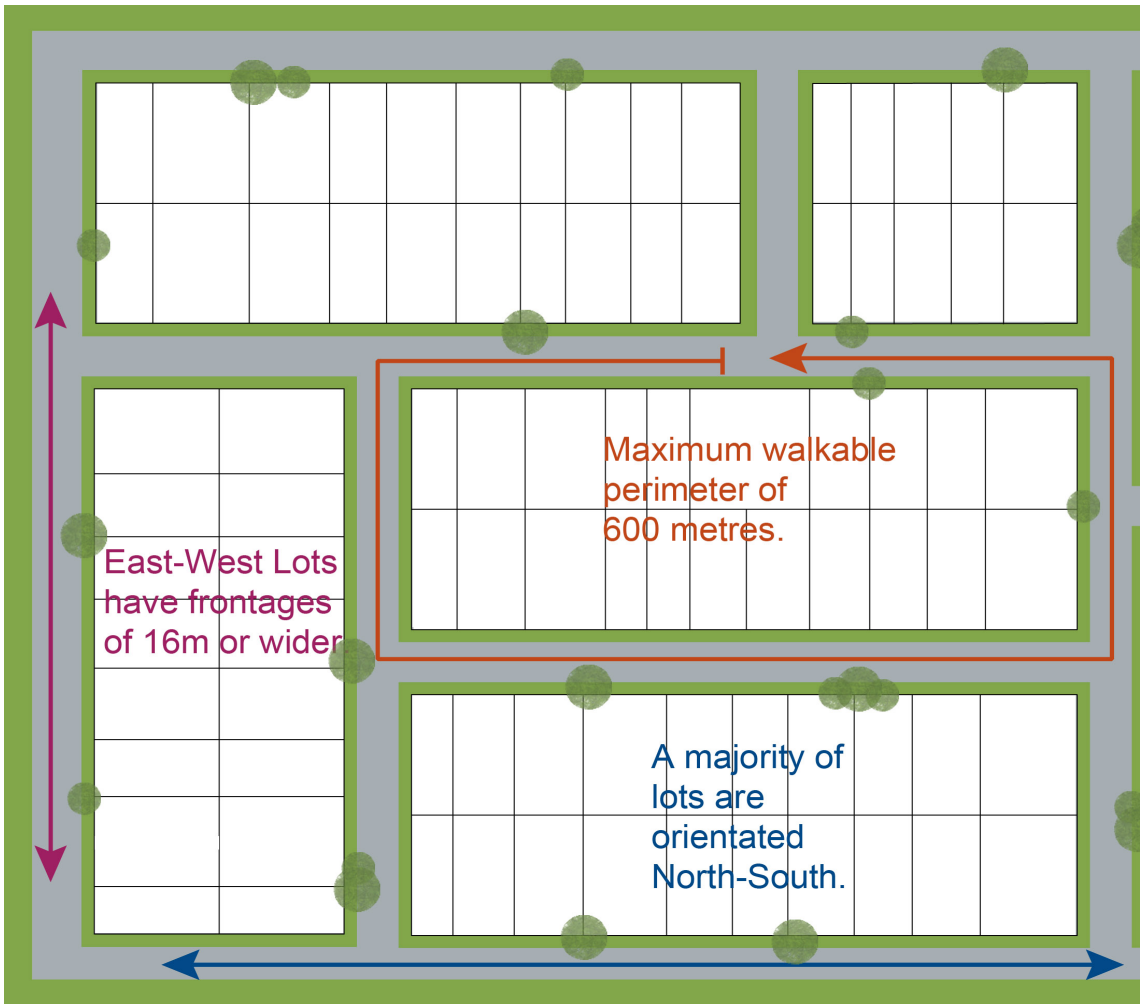
Street design and layout	
PO6 Development maintains, contributes to or provides for a street layout that facilitates regular and consistent shaped lots through the use of rectilinear grid patterns, or modified grid patterns where constrained by topographical and other physical barriers.	No example provided.

Note - Refer to Planning scheme policy - Neighbourhood design for determining design criteria to achieve this outcome.	
PO7 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. The layout ensures that new development is provided with multiple points of access. The timing of transport works ensures that multiple points of access are provided during early stages of a development. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on achieving the above outcome.	No example provided.
PO8 Development maintains, contributes to or provides for a street layout that provides an efficient and legible movement network with high levels of connectivity within and external to the to the site by; a. facilitating increased active transport with a focus on safety and amenity for pedestrians and cyclists; b. providing street blocks with a maximum walkable perimeter of 600m; c. providing a variety of street block sizes to facilitate a range of intensity and scale in built form; d. reducing street block sizes as they approach an activity focus (e.g Township centre, community activity, public open space); e. facilitating possible future connections to adjoining sites for roads, green linkages and other essential infrastructure. Note - Refer to Planning scheme policy - Neighbourhood design for determining design criteria to achieve this outcome.	No example provided.
PO9 Cul-de-sacs or dead end streets are not proposed unless: a. topography or other physical barriers exist to the continuance of the street network or vehicle connection to an existing road is not permitted;	No example provided.

b. there are no appropriate alternative solutions; c. the cul-de-sac or dead end street will facilitate future connections to adjoining land or development. Note - Refer to Planning scheme policy - Neighbourhood design for alternative design solutions to cul-de-sac development	
PO10 Where cul-de-sacs are proposed: a. head must be visible from the entry point; b. are to be no longer than 50 metres in length; c. emergency access can be achieved under circumstances where entry via the carriageway may be compromised.	No example provided.
PO11 Streets are designed and oriented to minimise the impact of cut and fill on the amenity of the streetscape and adjoining development.	**E11** Street alignment follows ridges or gullies or runs perpendicular to slope.
PO12 Streets are oriented to encourage active transport through a climate responsive and comfortable walking environment whilst also facilitating lots that support subtropical design practices, including: a. controlled solar access & shade provision b. cross-ventilation	**E12.1** Where not unduly constrained by topography or other physical barrier, streets are primarily oriented within 20 or 30 degrees of North-South or East-West in accordance with Figure - Preferred lot orientation below**.** **Figure - Preferred street orientation** 
	PO12.2

	The long axis of a street block is oriented east-west to facilitate a north-south orientation for a majority of lots as per Figure - Street block design below.
	E12.3 Where the long axis of lot boundaries are oriented east-west, they are 14m or wider so as to allow for alternative dwelling design to achieve solar access and cross-ventilation as per Figure - Street block design below.

Figure - Street block design



PO13 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;	No example provided.

b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; 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.	
PO14 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 development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • residential 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;	**E14.1** 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. **E14.2** 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.

• 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. 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.	Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E14.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO15 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.	**E15** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access or residential street function: i. intersecting road located on same side = 60 metres; or ii. intersecting road located on opposite side = 40 metres. b. Where the through road provides a local collector or district collector function: i. intersecting road located on same side = 100 metres; or ii. intersecting road located on opposite side = 60 metres. c. Where the through road provides a sub-arterial function: i. intersecting road located on same side = 250 metres; or ii. intersecting road located on opposite side = 100 metres. d. Where the through road provides an arterial function:

<table>
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<td>
i. intersecting road located on same side = 350 metres; or
ii. intersecting road located on opposite side = 150 metres.

e. Walkable block perimeter does not exceed 600 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.
</td>
</tr>
<tr>
<td>PO16

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 boding 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.</td>
<td>E16

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:

<table>
<tr><th>Situation</th><th>Minimum construction</th></tr>
<tr><td>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.</td><td>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 land (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.</td></tr>
</table>

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)</td>
</tr>
</table>

	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.
PO17 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.	**E17** 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.
Park(57) and open space	
PO18 A hierarchy of open space is provided to meet the recreational needs of the community. Note - To determine the extent and location of Park(57) and open space required refer to Planning scheme policy - Integrated design. Note - District level Parks(57) or larger may be required in certain locations in accordance with Part 4: Local Government Infrastructure Plan.	No example provided.
PO19 Park(57) is to be provided within walkable distance of all new residential lots. Note - To determine maximum walkable distances for Park(57) types refer to Planning scheme policy - Integrated design.	No example provided.
PO20 Park(57) is of a size and design standard to meet the needs of the expected users. Note - To determine the size and design standards for Parks (57)refer to Planning scheme policy - Integrated design.	No example provided.
PO21	**E21.1**

The safety and useability of Parks[57] is ensured through the careful design of the street network and lot locations which provide high levels of surveillance and access into the Park[57] or open space area.	Local and district Parks[57] are bordered by streets and lots orientated to address and front onto Parks[57] and not lots backing onto or not addressing the Park[57].
	E21.2 Where lots do adjoin local and district Parks[57], and fencing is provided along the Park[57] boundary, it is located within the lot and at a maximum height of 1m.
	E21.3 The design of fencing and retaining features allows for safe and direct pedestrian access between the Park[57] and private allotment through the use of private gates and limited retaining features along Park[57] boundaries.

Utilities	
PO22 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.

Boundary realignment	
PO23 Boundary alignments ensure that infrastructure and services are wholly contained within the lot they serve.	No example provided.
PO24 Boundary realignment does not result in existing land uses on-site becoming non-complying with the planning scheme. Note - Examples may include but are not limited to: a. minimum lot size requirements; b. setbacks; c. parking and access requirements; d. servicing and Infrastructure requirements; e. dependant elements of an existing or approved land use being separately titled, including but not limited to: i. Where premises is approved as Multiple dwelling[49] with a communal open space area, the communal open space cannot be separately titled as it is required by the Multiple dwelling[49] approval.	No example provided.

ii. Where a commercial or industrial land use contains an ancillary office[53], the office[53] cannot be separately titled as it is considered part of the commercial or industrial use. iii. Where a Dwelling house[22] includes a secondary dwelling or associated outbuildings, they cannot be separately titled as they are dependent on the Dwelling house[22] use.	
PO25 Boundary realignment results in lots which have appropriate size, dimensions and access to cater for uses consistent with the precinct. Note - Refer to overall outcomes for the Township zone - Township residential precinct for uses consistent in this precinct.	**E25** Lot sizes and dimensions comply with Lot Types D, E and F in accordance with Table 9.4.1.12.4.3: Lot Types.
Reconfiguring existing development by Community Title	
PO26 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 the 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: a. Land on which a Dual occupancy[21] has been established is reconfigured in a way that results in both dwellings no longer being on the one lot. The reconfiguring has the effect of transforming the development from a Dual occupancy[21] to two separate Dwelling houses[22], at least one of which does not satisfy the requirements for accepted development applying to Dwelling houses[22]. b. 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.	No example provided.

Volumetric subdivision	
PO27 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 precinct and does not result in existing land uses on-site becoming unlawful. Note - Examples may include but are not limited to: a. Where premises is approved as Multiple dwelling(49) with a communal open space area, the communal open space cannot be separately titled as it is required by the Multiple dwelling(49) approval. b. Where a commercial or industrial land use contains an ancillary office(53), the office(53) cannot be separately titled as it is considered part of the commercial or industrial use. c. Where a Dwelling house(22) includes a secondary dwelling or associated outbuildings, they cannot be separately titled as they are dependent on the Dwelling house(22) use.	No example provided.
Access Easements	
PO28 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO29 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.
PO30 The easement covers all works associated with the access.	**E30** The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO31 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.
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:	No example provided.

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 Multiple dwelling[(49)] 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 Multiple dwelling[(49)]. 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*.	
Stormwater location and design	
PO33 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. 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).	No example provided.
PO34 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 infrastrucutre; c. maintaining natural hydrologic behaviour of catchments and preserving the natural water cycle;	No example provided.

<table>
<tr>
<td>d. protecting water quality environmental values of surface and ground waters;
e. minimising 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.</td>
<td></td>
</tr>
<tr>
<td>PO35

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.</td>
<td>E35

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:

<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side).</td></tr>
</table>

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.</td>
</tr>
<tr>
<td>PO36

Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.</td>
<td>No example provided.</td>
</tr>
<tr>
<td>PO37

Natural streams and riparian vegetation are retained and enhanced through revegetation.</td>
<td>No example provided.</td>
</tr>
</table>

PO38 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.	**E38** 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.
PO39 Development maintains the environmental values of waterway ecosystems.	No example provided.
PO40 A constructed water body proposed to be dedicated as public asset is to be avoided, unless there is an overriding need in the public interest.	No example provided.
PO41 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E41** 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	
PO42 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E42** 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.
PO43 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.	**E43** 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.
PO44	**E44**

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.	The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO45 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.
PO46 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.	No example provided.

Native vegetation where not located in the Environmental areas overlay	
PO47	No example provided.

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. 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	
PO48 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(57), 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.	**E48** 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.	
Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply) Note - The preparation of a bushfire management plan in accordance with Planning scheme policy – Bushfire prone areas can assist in demonstrating compliance with the following performance criteria. The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO49 Lots are designed to: a. minimise the risk from bushfire hazard to each lot and provide the safest possible siting for buildings and structures; b. limit the possible spread paths of bushfire within the reconfiguring; c. achieve sufficient separation distance between development and hazardous vegetation to minimise the risk to future buildings and structures during bushfire events; d. maintain the required level of functionality for emergency services and uses during and immediately after a natural hazard event.	**E49** Reconfiguring a lot ensures that all new lots are of an appropriate size, shape and layout to allow for the siting of future buildings being located: a. within an appropriate development footprint; b. within the lowest hazard locations on a lot; c. to achieve minimum separation between development or development footprint and any source of bushfire hazard of 20m or the distance required to achieve a Bushfire Attack Level BAL (as identified under AS3959-2009), whichever is the greater; d. to achieve a minimum separation between development or development footprint and any retained vegetation strips or small areas of vegetation of 10m or the distance required to achieve a Bushfire Attack Level BAL (as identified under AS3959-2009), whichever is the greater; e. away from ridgelines and hilltops; f. on land with a slope of less than 15%; g. away from north to west facing slopes.
PO50 Lots provide adequate water supply and infrastructure to support fire-fighting.	**E50** For water supply purposes, reconfiguring a lot ensures that: a. lots have access to a reticulated water supply provided by a distributer retailer for the area; or b. where no reticulated water supply is available, on-site fire fighting water storage containing not less than 10000 litres and located within a development footprint.
PO51 Lots are designed to achieve:	**E51** Reconfiguring a lot ensures a new lot is provided with:

a. safe site access by avoiding potential entrapment situations; b. accessibility and manoeuvring for fire fighting during bushfire.	a. direct road access and egress to public roads; b. an alternative access where the private driveway is longer than 100m to reach a public road; c. driveway access to a public road that has a gradient no greater than 12.5%; d. minimum width of 3.5m.
PO52 The road layout and design supports: a. safe and efficient emergency services access to all lots; and manoeuvring within the subdivision; b. availability and maintenance of access routes for the purpose of safe evacuation.	**E52** Reconfiguring a lot provides a road layout which: a. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by: i. a cleared width of 20m; ii. road gradients not exceeding 12.5%; iii. pavement and surface treatment capable of being used by emergency vehicles; iv. Turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines. b. Or if the above is not practicable, a fire maintenance trail separates the lots from hazardous vegetation on adjacent lots incorporating: i. a minimum cleared width of 6m and minimum formed width of 4m; ii. gradient not exceeding 12.5%; iii. cross slope not exceeding 10%; iv. a formed width and erosion control devices to the standards specified in Planning scheme policy - Integrated design; v. a turning circle or turnaround area at the end of the trail to allow fire fighting vehicles to manoeuvre; vi. passing bays and turning/reversing bays every 200m; vii. an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service or located on public land.

	c. excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the lots from hazardous vegetation on adjacent lots; and d. excludes dead-end roads.
Environmental areas (refer Overlay map - Environmental areas to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria. 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.	
PO53 No new boundaries are to be located within 2m of a High Value Area.	No example provided.
PO54 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.	**E54** 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 criteria.	

PO55 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.
PO56 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 criteria.	
Wastewater treatment site buffer	
PO57 New lots provide a development footprint outside of the buffer.	No example provided.
PO58 Boundary realignments: i. do not result in the creation of additional building development opportunities within the buffer; ii. results in the reduction of building development opportunities within the buffer.	No example provided.
Landslide hazard (refer Overlay map - Landslide hazard to determine if the following assessment criteria apply) Note - The preparation of a site-specific geotechnical assessment report in accordance with Planning scheme policy – Landslide hazard can assist in demonstrating compliance with the following performance criteria. The identification of a development footprint on will assist in demonstrating compliance with the following performance criteria.	
PO59 Lots ensure that: a. future building location is located in part of a site not subject to landslide risk;	**E59.1** Lots provides development footprint free from risk of landslide.

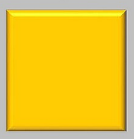
b. the need for excessive on-site works, change to finished landform, or excessive vegetation clearance to provide for future development is avoided; c. there is minimal disturbance to natural drainage patterns; d. earthworks does not: i. involve cut and filling having a height greater than 1.5m; ii. involve any retaining wall having a height greater than 1.5m; iii. involve earthworks exceeding $50m^3$; iv. redirect or alter the existing flows of surface or groundwater.	**E59.2** Development footprints and driveways for a lot does not exceed 15% slope.
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.	
PO60 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.
PO61 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..	**E61** 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.
PO62 Development does not:	No example provided.

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. 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	
PO63 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.	**E63** 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.
PO64 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	**E64.1** 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. **E64.2** 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.
PO65 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.	No example provided.

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.	
Additional criteria for development for a Park(57)	
PO66 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.	**E66** Development for a Park(57) ensures works are provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated Design.
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.	
PO67 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.	**E67** 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.
Scenic amenity (refer Overlay map - Scenic amenity to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO68 Lots are sited, designed and oriented to: a. maximise the retention of existing trees and land cover including the preservation of ridgeline vegetation;	No example provided.

b. maximise the retention of highly natural and vegetated areas and natural landforms by minimising the use of cut and fill; c. ensure that buildings and structures are not located on a hill top or ridgeline; d. ensure that roads, driveways and accessways go across land contours, and do not cut straight up slopes and follow natural contours, not resulting in batters or retaining walls being greater than 1m in height.	

Table 9.4.1.6.2.3: Lot Types

Lot Type	A 	B 	C 	D 	E 	F 
Primary Frontage *(metres)*	7.5	>7.5 - 10	>10 - 12.5	>12.5 - 18	>18 - 32	32+
Lot Depth *(metres)*	25 - 35	25 - 35	25 - 35	25 - 35	25 - 35	25 - 35
Built to Boundary	*Mandatory built to boundary both sides.*	*Mandatory built to boundary one side.*	*Mandatory built to boundary one side.*			