9.4.1.3 Emerging community zone

9.4.1.3.1 Interim precinct

9.4.1.3.1.1 Purpose - Emerging community zone - Interim precinct and Interim residential precinct (Redcliffe Kippa-Ring Local Plan)

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 Interim precinct and Interim residential precinct (Redcliffe Kippa-Ring Local Plan), 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 Interim precinct and Interim residential precinct (Redcliffe Kippa-Ring Local Plan) specific overall outcomes:

a. Reconfiguring a lot does not further fragment land or prevent future development for urban purposes.

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

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 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.

9.4.1.3.1.2 Requirement for assessment

Part C - Criteria for assessable development - Emerging community zone - Interim precinct and Interim residential precinct (Redcliffe Kippa-Ring Local Plan)

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part C, Table 9.4.1.3.1.1 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 9.4.1.3.1.1 Assessable development - Emerging community zone - Interim precinct and Interim residential precinct (Redcliffe Kippa-Ring Local Plan)

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Lot size and design	
PO1 Reconfiguring a lot does not result in additional lots.	No example provided.
Boundary realignment	
PO2 Boundary realignments do not result in the: a. fragmentation or alienation of the land or result in the loss of land for future urban purposes; b. delay the use of the land for urban purposes; c. existing land uses on-site becoming non-compliant due to: i. lot size; ii. parking requirements; iii. servicing; iv. dependant elements of an existing or approved land use being separately titled. Note - Examples may include but are not limited to: a. 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.
Native vegetation where not located in the Environmental areas overlay	
PO3 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	No example provided.

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	
PO4 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.	**E4** 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.	

PO5 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.	**E5** 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 slope.
PO6 Lots provide adequate water supply and infrastructure to support fire-fighting.	**E6** 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.
PO7 Lots are designed to achieve: a. safe site access by avoiding potential entrapment situations; b. accessibility and manoeuvring for fire-fighting during bushfire.	**E7** 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.
PO8 The road layout and design supports:	**E8** Reconfiguring a lot provides a road layout which:

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.	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.	
PO9	No example provided.

No new boundaries are to be located within 4m of a High Value Area	
PO10 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.	**E10** 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.	
PO11 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.
PO12	No example provided.

Reconfiguring a lot retains significant trees and incorporates them into the subdivision design, development layout and provision of infrastructure.	
Infrastructure buffer (refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance standards.	
Bulk water supply infrastructure	
PO13 Reconfiguration of lots does not compromise or adversely impact upon the efficiency and integrity of Bulk water supply infrastructure.	No example provided.
PO14 Reconfiguring of lots ensures that access requirements of Bulk water supply infrastructure are maintained.	**E14** Bulk water supply infrastructure traversing or within private land are protected by easement in favour of the service provider for access and maintenance.
PO15 Development within a Bulk water supply infrastructure buffer: a. is located, designed and constructed to protect the integrity of the water supply pipeline; b. maintains adequate access for any required maintenance or upgrading work to the water supply pipeline.	**E15** New lots provide a development footprint outside the Bulk water supply infrastructure buffer.
PO16 Boundary realignments: a. do not result in the creation of additional building development opportunities within the buffer; b. result in the reduction of building development opportunities within the buffer.	No example provided.
High voltage electricity line buffer	
PO17 New lots provide a development footprint outside of the buffer.	No example provided.
PO18 The creation of new lots does not compromise or adversely impact upon the efficiency and integrity of supply.	**E18** No new lots are created within the buffer area.

PO19 The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.	**E19** No new lots are created within the buffer areas.
PO20 Boundary realignments: i. do not result in the creation of additional building development opportunities within the buffer; ii. result 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 will assist in demonstrating compliance with the following performance criteria.	
PO21 Lots ensure that: a. future development is located in part of a site not subject to landslide risk; 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 $50m^3$; and iv. redirect or alter the existing flows of surface or groundwater.	**E21.1** Lots provides development footprint for all new lots free from risk of landslide. **E21.2** Development footprints for new lots 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.	

PO22 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.
PO23 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..	**E23** 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.
PO24 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.
PO25 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.	**E25** 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.
PO26	**E26.1**

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	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. **E26.2** 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.
PO27 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)	
PO28 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.	**E28** 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.	

PO29	E29
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.	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.

9.4.1.3.2 Transition precinct

9.4.1.3.2.1 Purpose - Emerging community - Transition 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 Emerging community zone - Transition 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 Emerging community zone - Transition precinct specific overall outcomes:

a. Reconfiguring a lot in the Emerging community zone - Transition precinct, where not creating developed lots, does not further fragment land or prevent future development for urban purposes.

b. Reconfiguring a lot in the Emerging community zone - Transition precinct, where creating developed lots achieves the following:

   i. for land within the Morayfield South urban area identified on 'Figure 9.4.1.3.2.1 Morayfield South urban area', reconfiguration does not compromise the areas ability to achieve a minimum site density of 45 dwellings per ha and lots of a size and dimension to accommodate medium - high density development;

   ii. for land in all other areas, a variety of residential lot sizes and a net residential density of between 11-25 lots per hectare;

   iii. neighbourhoods that are designed to provide well-connected, safe and convenient movement and open space networks through interconnected streets and active transport linkages that provide high levels of accessibility between residences, open space areas and places of activity;

   iv. intent and purpose of the Transition precinct outcomes identified in Part 6.

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 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.

Figure 9.4.1.3.2.1 Morayfield South urban area

9.4.1.3.2.2 Requirement for assessment

Part D - Criteria for assessable development - Emerging community - Transition 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 D, Table 9.4.1.3.2.1 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 9.4.1.3.2.1 Assessable development - Emerging community - Transition precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Where on a developable lot or creating developable lots	
Lot size and design	
PO1 Reconfiguring a lot does not result in additional lots.	No example provided.
Boundary realignment	

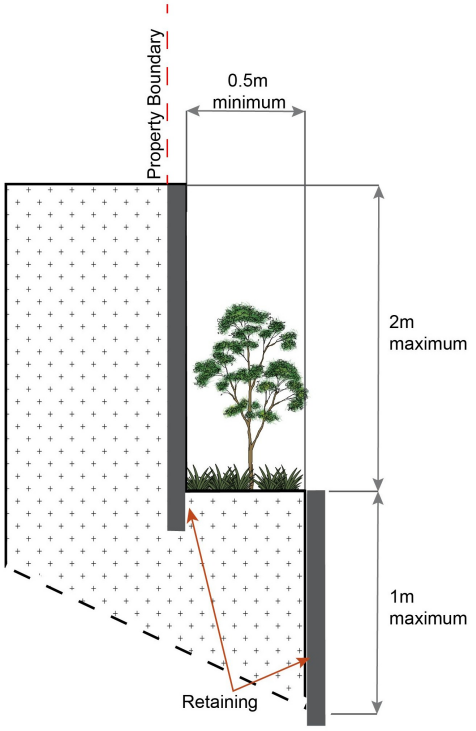
PO2 Boundary realignments do not result in the: a. fragmentation or alienation of the land or result in the loss of land for future urban purposes; b. delay the use of the land for urban purposes; c. existing land uses on-site becoming non-compliant due to: i. lot size; ii. parking requirements; iii. servicing; iv. dependant elements of an existing or approved land use being separately titled. Note - Examples may include but are not limited to: a. 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.
Where on a developed lot or creating developed lots	
Site density	
PO3 Reconfiguring of a lot: a. for land within the Morayfield South urban area identified on 'Figure 9.4.1.3.2.1 Morayfield South urban area', development does not compromise future developments ability to achieve a minimum residential density of 45 dwellings per hectare to ensure efficient use of the land and infrastructure which facilitates feasible public transport patronage and creates a diverse medium density neighbourhood character; or b. for all other land, development achieves a minimum net residential density of 11 lots per hectare, whilst not exceeding 25 lots per hectare, maintaining a diverse medium density neighbourhood character.	No example provided.
Lot design, mix and location	
PO4	**E4.1**

Lots have an area, shape and dimension sufficient to ensure they can accommodate: a. a Dwelling house including all domestic outbuildings and possible on site servicing requirements (e.g. on-site waste disposal); b. areas for car parking, vehicular access and manoeuvring; c. areas for useable and practical private open space.	For land within the Morayfield South urban area identified on 'Figure 9.4.1.3.2.1 Morayfield South urban area', lot sizes comply with Lot Types A, B or F in accordance with Table 9.4.1.6.4.3: Lot Types.
	E4.2 For all other areas, lot sizes and dimensions (excluding any access handles) comply with Lot Types A, B, C, D, E or F in accordance with 'Table 9.4.1.3.2.3: Lot Types': Lot Types. Note - For the purpose of rear lots, frontage is the average width of the lot (excluding any access handle or easement).
PO5 Reconfiguring a lot provides for a variety of housing options, by way of a mix of lot sizes and dimensions consistent with the density and character of the precinct, whilst facilitating delivery of diversity within the streetscape.	**E5.1** For land within the Morayfield South urban area identified on 'Figure 9.4.1.3.2.1 Morayfield South urban area', lot sizes comply with Lot Types A or E in accordance with 'Table 9.4.1.3.2.3: Lot Types' - Lot Types. Editor's note - Lots containing built to boundary walls should also include an appropriate easement to facilitate the maintenance of any wall within 600mm of a boundary. For boundaries with built to boundary walls on adjacent lots a 'High Density Development Easement' is recommended; or for all other built to boundary walls and 'easement for maintenance purposes' is recommended.
	E5.2 For reconfiguring a lot which creates in excess of 5 new lots, a mix of lot types in accordance with 'Table 9.4.1.3.2.3: Lot Types' are to be incorporated into the development as follows: • 5 - 10 lots - 2 lot types • 11 - 20 lots - 3 lot types • 21 - 50 lots - 4 lot types (must include lot type A) • >50 lots - 5 lot types (must include lot type A) Editor's note - Lots containing built to boundary walls should also include an appropriate easement to facilitate the maintenance of any wall within 600mm of a boundary. For boundaries with built to boundary walls on adjacent lots a 'High Density Development Easement' is recommended; or for all other built to boundary walls and 'easement for maintenance purposes' is recommended.
	E5.3 For reconfiguring a lot which creates in excess of 20 new lots, the following minimum percentages of lot types in accordance with 'Table 9.4.1.3.2.3: Lot Types' apply:

	• Lot Type A - 10% of new lots and Lot Type F - 5% of new lots; or • Lot Type A - 15% of new lots and Lot Type F - 2% of new lots; or • Lot Type A - 15% of new lots and Lot Type B - 15% of new lots. Editor's note - Lots containing built to boundary walls should also include an appropriate easement to facilitate the maintenance of any wall within 600mm of a boundary. For boundaries with built to boundary walls on adjacent lots a 'High Density Development Easement' is recommended; or for all other built to boundary walls and 'easement for maintenance purposes' is recommended.
PO6 A range of different lots are distributed throughout the development with no one lot type concentrated within a single location, to create diversity within the streetscape and minimise conflicts between vehicle access and on street parking. Note - Built to boundary walls and driveway locations for lots with frontages of 12.5 metres or less are to be shown on a plan of development in accordance with the requirements of section 9.3.1 - Dwelling house code.	**E6.1** Where not accessed via a laneway, a maximum of 4 adjoining lots of the same type in accordance with 'Table 9.4.1.3.2.3: Lot Types' are proposed where fronting the same street.
	E6.2 Where accessed via a laneway, a maximum of 8 adjoining lots of the same type in accordance with 'Table 9.4.1.3.2.3: Lot Types' are proposed where fronting the same street.
PO7 Lots that facilitate medium to high density residential uses (freehold or community titles) are located in proximity to recreational opportunities, commercial and community facilities and public transport nodes.	**E7.1** Lots with frontages of 7.5 metres or less are located within 200 metres of: • a park; or • a public transport stop or station; or • a higher order centre, district centre, local centre or neighbourhood hub (refer Overlay map - Community activities and neighbourhood hubs).
	E7.2 Lots with frontages of 32 metres or greater are predominately located on corner lots or lots with dual road frontages, and within 200 metres of: • a park; or • a public transport stop or station; or • a higher order centre, district centre, local centre or neighbourhood hub (refer Overlay map - Community activities and neighbourhood hubs).

PO8 Narrow lots do not adversely affect the character and amenity of the precinct and ensure that residential uses establish in a manner which facilitates an integrated streetscape, maximises the efficient use of land and achieves a safe and efficient street network. Note - Built to boundary walls and driveway locations for lots with frontages of 12.5 metres or less are to be shown on a plan of development in accordance with the requirements of section 9.3.1 - Dwelling house code.	No example provided.
PO9 Group construction and integrated streetscape solutions are encouraged through the location and grouping of lots suitable for terrace and row housing.	**E9.1** Any lot sharing a boundary with a Lot Type A must contain a mandatory built to boundary wall on the shared boundary.
	E9.2 Driveway crossovers for lots with frontages of less than 10m are paired up to facilitate on-street parking. Note - Driveway locations for lots with frontages of 8.5 metres or less are to be shown on a plan of development in accordance with Planning scheme policy - Residential Design.

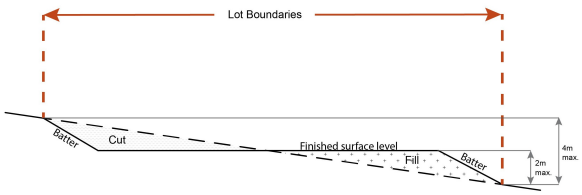
Sloping Land	
PO10 Lot layout and design avoids the impacts of cutting, filling and retaining walls on the visual and physical amenity of the streetscape, each lot created and of adjoining lots ensuring, but not limited to, the following: a. The likely location of private open space associated with a Dwelling House 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 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 design to reduce impacts. Note - Refer to Planning scheme policy - Residential design for guidelines on building design on sloped land.	**E10.1** 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. **E10.2** 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 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;

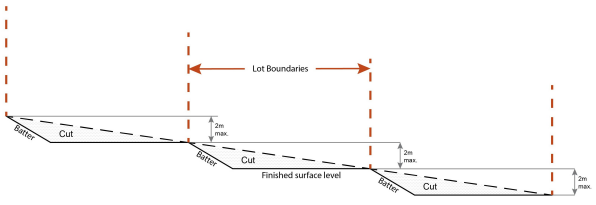
   ii. each bench has a maximum height of 2m (refer Figure below); or



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

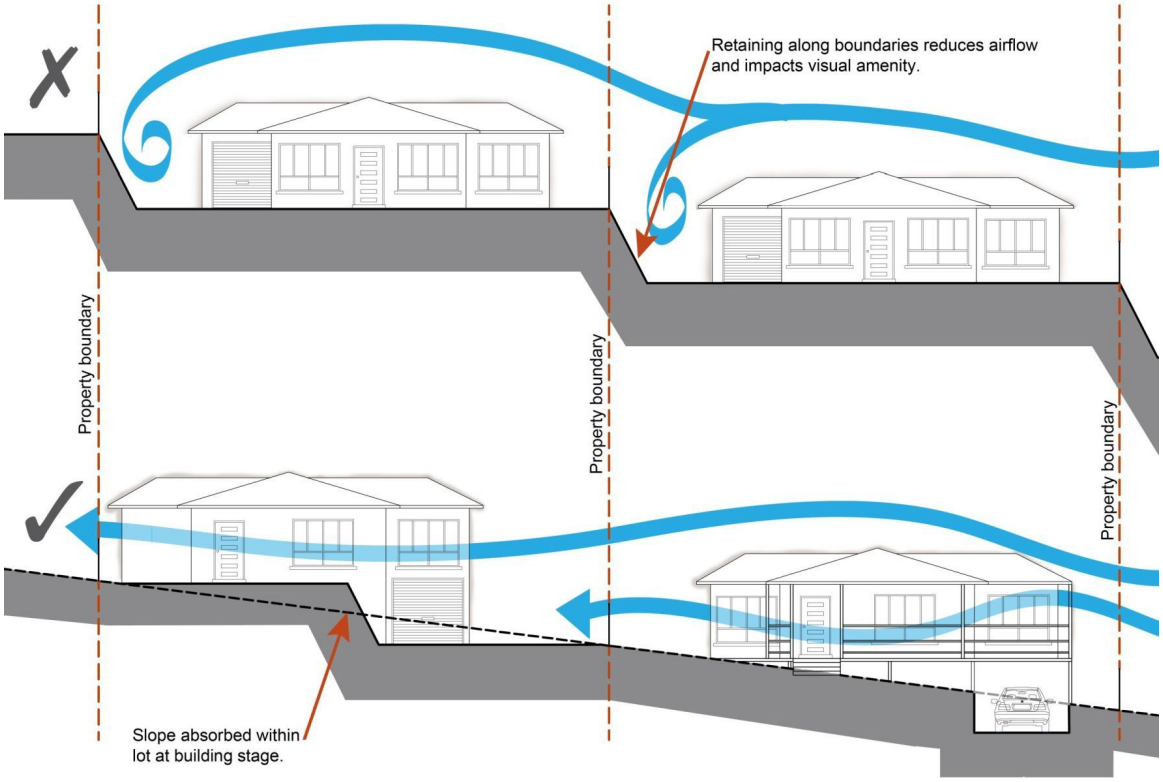
   i. each bench has a maximum height of 2m;

   ii. lots orientate up/down the slope (refer Figure below).



	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 stage. Deferral of slope solutions until building stage is not an acceptable outcome.

Figure - Sloped lot design



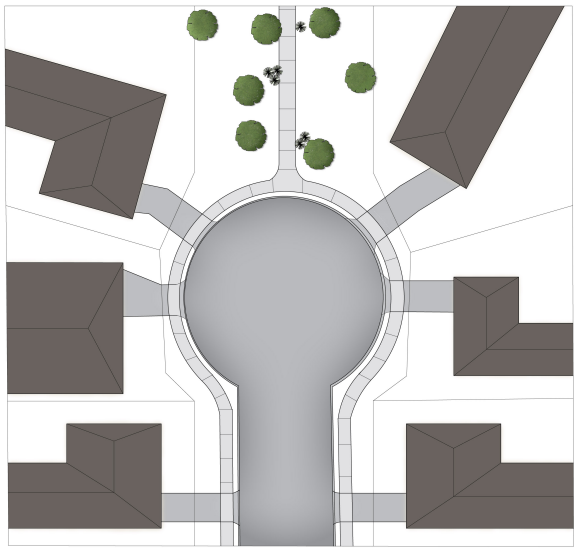
Rear lots	
PO11 Rear lots do not establish in the Morayfield South urban area identified on 'Figure 9.4.1.3.2.1 Morayfield South urban area'.	No example provided.
PO12 For all other areas, rear lots: a. contribute to the mix of lot sizes;	No example provided.

b. are limited to 1 behind any full frontage lot (i.e. A lot with a street frontage that is not an access handle); c. provide sufficient area for vehicles to manoeuvre on-site allowing entry and exit to the rear lot in forward gear.	
PO13 Access handles for rear lots are: a. a minimum of 5m wide to allow for safe vehicle access and service corridors from the rear lot to the street; b. are located on 1 side of the full frontage lot; c. limited to no more than 2 directly adjoining each other.	No example provided.
Street design and layout	
PO14 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. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve compliance with this outcome.	No example provided.
PO15 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.
PO16 Development provides and maintains the connections shown on:	No example provided.

a. 'Figure 1 - Morayfield South' - Morayfield South; b. 'Figure 2 - Narangba East' - Narangba East.	
PO17 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 500m (refer Figure - Street block design); 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 centre, neighbourhood hub, train station, 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 guidance on how to achieve compliance with this outcome.	No example provided.
PO18 Street layouts create convenient and highly permeable movement networks between lower and higher order roads, whilst not adversely affecting the safety and function of the higher order road. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve compliance with this outcome.	No example provided.
PO19 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;	No example provided.

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.	
PO20 Cul-de-sac 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; 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 guidance on how to achieve compliance with this outcome.	No example provided.
PO21 Where cul-de-sacs are proposed due to vehicular connection to existing roads not being permitted, they are to be designed to allow a 10m wide pedestrian connection as public land through to the existing road with no lots proposed at the head of the cul-de-sac generally as shown in figure below.	No example provided.

Figure - Cul-de-sac design



Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve this outcome.

PO22

Streets are designed and oriented to minimise the impact of cut and fill on the amenity of the streetscape and adjoining development.

E22

Street alignment follows ridges or gullies or runs perpendicular to slope.

PO23

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

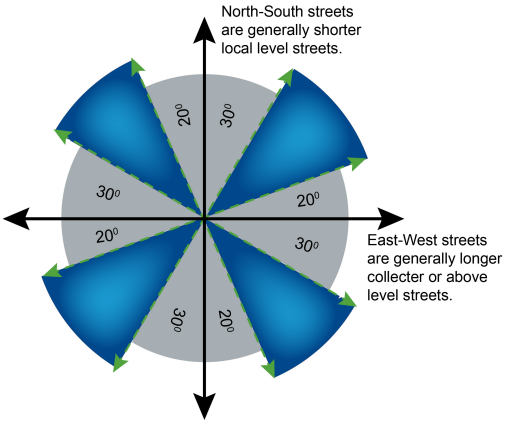
b. cross-ventilation.

Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve subtropical design solution.

E23.1

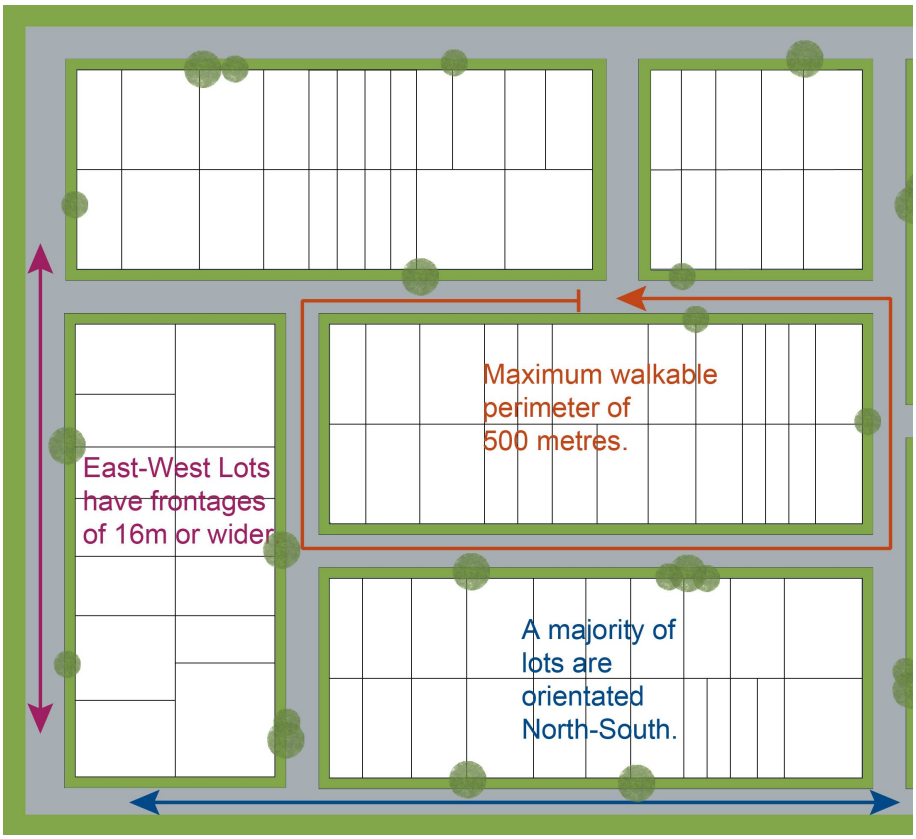
Where not unduly constrained by topography or other physical barrier, streets are primarily oriented within 20 or 30 degrees of North-South or East-West in accordance with Figure - Preferred street orientation below.

Figure - Preferred street orientation



	E23.2 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.
	E23.3 Where the long axis of lot boundaries are oriented east west, they are 16m 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



PO24 The street network creates convenient access to arterial and sub-arterial roads for heavy vehicles and commercial traffic without introducing through traffic to residential streets.	No example provided.
PO25 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development.	**E25.1** 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

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.	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. **E25.2** 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. **E25.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO26 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. 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	**E26** 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:

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. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards.	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: 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 500 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.
PO27 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and	**E27** 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:

Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

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 lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.

Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).

Note - Alignment within road reserves is to be agreed with Council.

Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

PO28

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.

E28

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.

PO29

E29.1

Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E29.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Laneway design and location	
PO30 Laneway location contributes to a high standard of amenity for adjoining lots and the primary streetscape. Note - Refer to Planning scheme policy - Neighbourhood design for determining locational criteria for Laneways.	**E30** Laneways are primarily used where: a. vehicle access is not permitted from the primary street frontage; or b. limiting vehicle access from the primary street frontage results in a positive streetscape outcome;or c. where lots directly adjoin a local, district or regional Park(57).
PO31 Laneways service a limited number of allotments, creating a sense of place and enclosed feeling for the pedestrian environment whilst contributing to the high level of connectivity of the street network. Note - Refer to Planning scheme policy - Integrated design and Planning scheme policy - Neighbourhood design for determining design criteria for Laneways.	**E31.1** Laneways are limited to 130m in length.
	E31.2 Laneways are not designed as dead ends or cul-de-sacs, and are to have vehicle connections to an access street at both ends.
	E31.3 Where laneways exceed 100m in length, a 7m wide mid lane pedestrian connection is to be provided between the adjacent access streets and the laneway.
PO32 Laneway design ensures the safety of pedestrians, cyclists and motorists by way of site lines, and sufficient road reserve for vehicle movements and the provision of street lighting.	**E32.1** Laneways are designed with minor meanders only, and maintain direct lines of sight from one end of the laneway to the other.
	E32.2

Note - Refer to Planning scheme policy - Integrated design and Planning scheme policy - Neighbourhood design for determining design criteria for Laneways.	Laneways provide road dedication at strategic locations along the laneway to allow the construction of street lighting and any electrical pillars associated with the street lighting in accordance with current Australian Standards. Note - The dedication must allow for street lights on to be provided on Council's standard alignment.
PO33 Laneway lots adjoining a park have a dedicated pathway as road reserve along the park frontage of the lots to contain all services and a concrete path.	**E33** Dedicate a minimum 2.5m as road reserve along the park frontage of the lots to contain all services and a 2m wide concrete path. Note - Electrical, water and sewerage services are not to be located in the laneway. Electrical services that are necessary to provide street lighting in accordance with the relevant Australian Standard may be located in the laneway.
Park(57) and open space	
PO34 A hierarchy of Park(57) and 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.
PO35 Park(57) is to be provided within walking distance of all new residential lots. Note - To determine maximum walking distances for Park(57) types refer to Planning scheme policy - Integrated design.	No example provided.
PO36 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.
PO37 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.	**E37.1** Local and district Parks(57) are bordered by streets and lots orientated to address and front onto Parks and not lots backing onto or not addressing the Park wherever possible.

	E37.2 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.
	E37.3 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.
Boundary realignment	
PO38 Boundary alignments ensure that infrastructure and services are wholly contained within the lot they serve.	No example provided.
PO39 Boundary realignment does not result in: a. existing land uses on-site becoming non-complying with planning scheme criteria; b. lots being unserviced by infrastructure; c. lots not providing for own private servicing. 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 with a communal open space area, the communal open space cannot be separately titled as it is required by the Multiple dwelling approval. ii. Where a commercial or industrial land use contains an ancillary office, the office cannot be separately titled as it is considered part of the commercial or industrial use. 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.	No example provided.

PO40 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 General residential zone - Next generation neighbourhood precinct for uses consistent in this precinct.	**E40** Lot sizes and dimensions (excluding an access handles) comply with: a. for land within the Morayfield South urban area identified on 'Figure 9.4.1.3.2.1 Morayfield South urban area', lot sizes comply with Lot Types A or E in accordance with 'Table 9.4.1.3.2.3: Lot Types': Lot Types; or b. for all other areas, lot sizes and dimensions (excluding any access handles) comply with Lot Types A, B, C, D, E or F in accordance with 'Table 9.4.1.3.2.3: Lot Types': Lot Types..
Reconfiguring existing development by Community Title	
PO41 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. 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	
PO42	No example provided.

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*.	
Volumetric subdivision	
PO43 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 non-complying with planning scheme criteria. Note - Examples may include but are not limited to: a. 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	
PO44 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.

PO45 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.
PO46 The easement covers all works associated with the access.	**E46** The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO47 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.

Utilities	
PO48 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.

Stormwater location and design	
PO49 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.
PO50 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>PO51

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>E51

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>PO52

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>PO53</td><td>No example provided.</td></tr>
</table>

Natural streams and riparian vegetation are retained and enhanced through revegetation.	
PO54 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.	**E54** 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.
PO55 Development maintains the environmental values of waterway ecosystems.	No example provided.
PO56 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.
PO57 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E57** 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	
PO58 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E58** 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.
PO59 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.	**E59** 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.

PO60 Development achieves the greater pollutant removal of: a. no increase in mean annual pollutant loads (TSS, TP, TN and gross pollutants) from the existing land uses; or b. the stormwater management design objectives for post-construction as outlined in Schedule 10 - Stormwater management design objectives. Note - Achievement of this performance outcome may require the development to be in accordance with a stormwater management plan.	No example provided.
PO61 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.	**E61** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO62 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.
PO63	No example provided.

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

Native vegetation where not located in the Environmental areas overlay	
PO64 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	
PO65 Noise attenuation structure (e.g. walls, barriers or fences):	**E65** Noise attenuation structures (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.	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.
PO66 Lots that adjoin land in the Rural residential zone establish mitigation measures to reduce the potential amenity issues on Rural residential lots.	**E66** A 1.8m high solid screen fence is provided on any boundary that directly adjoins land within the Rural residential zone.
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.	
PO67 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;	**E67** 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. 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.	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.
PO68 Lots provide adequate water supply and infrastructure to support fire-fighting.	**E68** 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.
PO69 Lots are designed to achieve: a. safe site access by avoiding potential entrapment situations; b. accessibility and manoeuvring for fire-fighting during bushfire.	**E69** 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.
PO70 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.	**E70** 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.	
PO71 No new boundaries are to be located within 2m of a High Value Area;	No example provided.
PO72	**E72**

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.	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 criteria.	
PO73 Lots provide a development footprint outside of the buffer.	No example provided.
PO74 Access to a lot is not from an identified extractive industry transportation route, but to an alternative public road.	No example provided.
Extractive resources separation area(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 criteria.	

PO75 Lots provide a development footprint outside of the separation area.	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 criteria.	
PO76 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.
PO77 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.	
Bulk water supply infrastructure	
PO78 Reconfiguration of lots does not compromise or adversely impact upon the efficiency and integrity of Bulk water supply infrastructure.	No example provided.
PO79 Reconfiguring of lots ensures that access requirements of Bulk water supply infrastructure are maintained.	**E79** Bulk water supply infrastructure traversing or within private land are protected by easement in favour of the service provider for access and maintenance.
PO80 Development within a Bulk water supply infrastructure buffer:	**E80** New lots provide a development footprint outside the Bulk water supply infrastructure buffer.

a. is located, designed and constructed to protect the integrity of the water supply pipeline; b. maintains adequate access for any required maintenance or upgrading work to the water supply pipeline.	
PO81 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.
High voltage electricity line buffer	
PO82 Lots provide a development footprint outside of the buffer.	No example provided.
PO83 Adequate buffers are provided between utilities and dwellings to protect residential amenity and health.	**E83** New lots provide a development footprint for utilities and dwellings outside of the buffer.
PO84 The creation of new lots does not compromise or adversely impact upon the efficiency and integrity of supply.	**E84** No new lots are created within the buffer area.
PO85 The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.	**E85** No new lots are created within the buffer area.
PO86 Boundary realignments: a. do not result in the creation of additional building development opportunities within the buffer; b. result in the reduction of building development opportunities within the buffer.	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.	

PO87 Lots ensure that: a. future building location is located in part of a site not subject to landslide risk; 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 $50m^3$, and iv. redirect or alter the existing flows of surface or groundwater.	**E87.1** Lots provides development footprint for all lots free from risk of landslide. **E87.2** Development footprints and driveways for 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.	
PO88 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.
PO89 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.	**E89** 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.

Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow..	
PO90 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.
PO91 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.	**E91** 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.
PO92 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	**E92.1** 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. **E92.2** 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.
PO93	No example provided.

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.	
Additional criteria for development for a Park(57)	
PO94 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.	**E94** 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.	
PO95 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.	**E95** 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.

Table 9.4.1.3.2.3: 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.*			

Figure 1 - Morayfield South

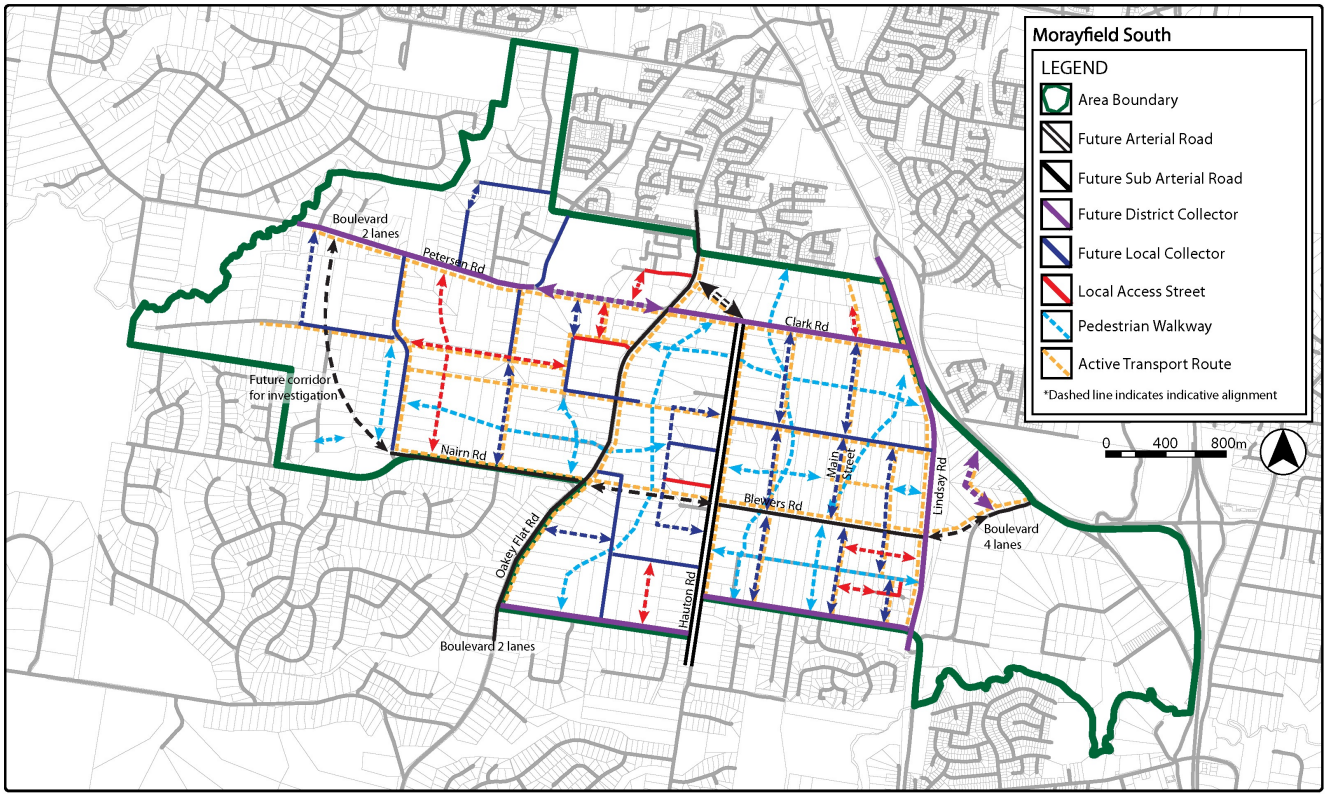


Figure 2 - Narangba East