9.4.1.11 Rural residential zone

9.4.1.11.1 Purpose - Rural residential zone

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 Rural residential zone, to achieve the Overall Outcomes.

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

a. Reconfiguring a lot in the Rural residential zone maintains the established low density and open area local character and amenity of the streetscape through retaining appropriately larger lot sizes and retaining appropriate buffering of larger lots to particular uses.

Note - The Rural residential zone consists of 3 distinctive low density character areas that are differentiated by lot types (with minimum sizes of 3000m^2 , 6000m^2, or 2 ha) and areas identified for no further reconfiguring. Infill development below the minimum lot sizes identified on Overlay map - Rural residential lot sizes, including the transition of one rural residential lot type (or size) to another, does not occur unless in exceptional circumstances where it can be justified that there is no detrimental effect to the character and amenity of the area, and the departure from the minimum lot size achieves a positive outcome for constraint avoidance or protection of values..

b. Reconfiguring a lot identified as a potential future growth front (e.g Narangba, Morayfield-Burpengary and Burpengary East) does not result in further fragmentation of that land or prevent the future conversion of that land for future urban purposes.

Note - The potential future growth areas are shown on Overlay map - Rural residential lot sizes as 'No further reconfiguration'.

c. Reconfiguring a lot identified as having particular values, qualities or characteristics that require buffering or are affected by constraints does not result in further fragmentation of that land or the establishment and encroachment of incompatible uses.

Note - Land within buffers to particular values, qualities or characteristics such as industry are shown on Overlay Map - Rural residential lot sizes as 'No further reconfiguration'.

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.

e. 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.

f. Reconfiguring a lot achieves the intent and purpose of the Rural residential zone and precinct outcomes as identified in Part 6.

9.4.1.11.2 Requirement for assessment

Part O - Criteria for assessment - Rural residential zone

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part O, Table 9.4.1.11.1 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 9.4.1.11.1 Assessable development - Rural residential zone

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Lot size and design	
PO1 Lot size and design maintains the low density character and amenity associated with a rural residential environment by complying with the minimum lot sizes specified in Overlay map – Rural residential lot sizes.	No example provided.
PO2 Residential lot road frontages have sufficient width to allow easy and safe access.	**E2** Rear lots have a minimum frontage of 10m.
PO3 Lot size and design complies with the minimum lot sizes specified in Overlay map - Rural residential lot sizes to: a. accommodate the Dwelling house(22) and associated structures, vehicle access, parking and manoeuvring, private open space and landscaping, and on-site effluent disposal areas; b. protect land from fragmentation that will inhibit conversion of future growth areas to general residential development; c. provide transitional areas between lands with different residential densities; d. ensure new lots are not created in areas affected by coastal hazards; e. ensure compliance with previous development approvals;	No example provided.

f. provide buffers and limit intensification of development around particular areas, such as but not limited to, extractive industries[27], agricultural uses, environmentally significant areas, special areas, industrial areas and essential infrastructure; g. ensure land the subject of future investigation areas is not fragmented.	
PO4 Lot layout and street layout minimises the impacts of cutting, filling and retaining walls on the visual and physical amenity of the streetscape and adjoining lots.	**E4.1** Development ensures that any cutting, filling, retaining walls and earthworks have maximum vertical dimensions of 1.5m either as a single element or a step in a terrace or series of terraces.
	E4.2 Street alignment follows ridges or gullies or run perpendicular to slope.
Street design and layout	
PO5 Street layouts provide an efficient and legible movement network with high levels of connectivity within and external to the site by: a. facilitating increased activity transport through a focus on safety and amenity for pedestrians and cyclist; b. 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.
PO6 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residencts between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on steet parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes;	No example provided.

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.	
PO7 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • development is within 200m of a transport sensitive location such as a school, shopping centre, bus or train station or a large generator of pedestrian or vehicular traffic; • forecast ttraffic 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.	**E7.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E7.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. 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 new road intersections and along road frontages wherever practicable. **E7.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.

Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	
PO8 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E8** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access or collector function: i. intersecting road located on same side = 100 metres; ii. intersecting road located on opposite side = 50 metres. b. Where the through road provides a sub-arterial function: i. intersecting intersecting road located on same side = 300 metres; ii. intersecting road located on opposite side = 150 metres. c. When the through road provides an arterial function: i. intersecting road located on the same side = 500 metres; ii. intersecting road located on opposite side = 250 metres. d. Walkable block perimeter does not exceed 1500 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 example.
PO9 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and boding procedure. All new works are extended to join any existing works within 20m. Note - Frontage roads include streets where no direct lot access is provided.	**E9** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following: **Situation** | **Minimum construction**

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.	<table><tr><td>Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard</td><td>Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle land (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.</td></tr></table> Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads. Note - Construction includes all associated works (services, street lighting and linemarking). Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
PO10 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E10** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
Utilities	
PO11 All services, including water supply, sewage disposal, waste disposal, electricity, street lighting, telecommunications, and gas (if available) are provided in a manner that:	**E11** Each lot is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).

a. is effective in delivery of service and meets reasonable community expectations; b. has capacity to service the maximum lot yield envisaged for the zone and the service provider's design assumptions; c. ensures a logical, sequential, efficient and integrated roll out of the service network; d. is conveniently accessible in the event of maintenance or repair; e. minimises whole of life cycle costs for that infrastructure provided; f. minimises risk of potential adverse impacts on natural and physical environment; g. minimises risk of potential adverse impact on amenity and character values; and h. recognises and promotes Councils Total Water Cycle Management policy and the efficient use of water resources.	
Boundary realignment	
PO12 Boundary realignment: a. does not result in the creation, or in the potential creation of, additional lots; b. is an improvement on the existing land use situation; c. do not result in existing land uses on-site becoming non-compliant with planning scheme criteria; d. results in lots which have appropriate size, dimensions and access to cater for uses consistent with the zone; e. infrastructure and services are wholly contained within the lot they serve; f. ensures the uninterrupted continuation of lots providing for their own private servicing.	No example provided.
Reconfiguring existing development by Community Title	
PO13 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	No example provided.

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.	
Reconfiguring by Lease	
PO14 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).	No example provided.

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	
PO15 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 commercial or industrial land use contains an ancillary office**(53)**, the office**(53)** cannot be separately titled as it is considered part of the commercial or industrial use. b. Where a Dwelling house**(22)** includes a secondary dwelling or associated outbuildings, they cannot be separately titled as they are dependent on the Dwelling house**(22)** use.	No example provided.
Access Easement	
PO16 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO17 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.
PO18 The easement covers all works associated with the access.	**E18** The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO19 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.

<table>
<tr><th colspan="2">Stormwater location and design</th></tr>
<tr><td>PO20

Where development:

a. involves a land area of 2500m^2 or greater; and

b. 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 - For Rural residential development with a density of 1.25 lots/dwellings per hectare and above, the entire development area is to be treated by the stormwater quality management system/s. For Rural residential development with a density less than 1.25 lots/dwellings per hectare, the road reserve is to be treated by the stormwater quality management system/s.

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).</td><td>No example provided.</td></tr>
<tr><td>PO21

The development is planned and designed considering the land use constraints of the site and incorporates water sensitive urban design principles.</td><td>No example provided.</td></tr>
<tr><td>PO22

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>E22.1

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

	<table><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. **E22.2** Easements are provided over all headwalls and outlet structures within private land. The easement is to cover all drainage works and extend to the point where the stormwater flows return to natural flow conditions.
PO23 Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.	No example provided.
PO24 Natural streams and riparian vegetation are retained and enhanced through revegetation.	No example provided.
PO25 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.	**E25** 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.
PO26 Development maintains the environmental values of waterway ecosystems.	No example provided.
PO27	No example provided.

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.	

Stormwater management system	
PO28 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E28** 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.
PO29 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.	**E29** 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.
PO30 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.	**E30** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO31 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;	No example provided.

i. protect downstream and adjacent properties; j. protect and enhance riparian areas.	
PO32 Design and construction of the stormwater management system: a. utilise methods and materials to minimise the whole of lifecycle costs of the stormwater management system; and b. are coordinated with civil and other landscaping works. Note - Refer to Planning scheme policy - Integrated design for guidance on how to demonstrate achievement of this performance outcome.	No example provided.

Park(57) and open space	
PO33 Park(57) and open space, where required, is provided in locations, and 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 is provided.
PO34 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.	**E34.1** Local and district Parks(57) are bordered by streets and not lots wherever possible.
	E34.2 Fencing provided along local and district Park(57) boundaries is a maximum height of 1m from ground level.
	E34.3 The design of fencing and retaining features allows for safe and direct pedestrian access between the Park(57) and private allotments through the use of gates and limited retaining features along Park(57) boundaries.
Native vegetation where not located in the Environmental areas overlay	
PO35 Reconfiguring a lot facilitates the retention of native vegetation by:	No example provided.

a. incorporating native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; b. ensuring habitat trees are located outside a development footprint. Where habitat trees are to be cleared, replacement fauna nesting boxes are provided at the rate of 1 nest box for every hollow removed. Where hollows have not yet formed in trees > 80cm in diameter at 1.3m height, 3 nest boxes are required for every habitat tree removed. c. providing safe, unimpeded, convenient and ongoing wildlife movement; d. avoiding creating fragmented and isolated patches of native vegetation. e. ensuring that biodiversity quality and integrity of habitats is not adversely impacted upon but are maintained and protected; f. ensuring that soil erosion and land degradation does not occur; g. ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies.	
Noise	
PO36 Noise attenuation structure (e.g. walls, barriers or fences): a. contribute to safe and usable public spaces, through maintaining high levels of surveillance of parks, streets and roads that serve active transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintain the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E36** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless; i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	

Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply) Note - The preparation of a bushfire management plan in accordance with Planning scheme policy – Bushfire prone areas can assist in demonstrating compliance with the following performance criteria. The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO37 Lots are designed to: a. minimise the risk from bushfire hazard to each lot and provide the safest possible siting for buildings and structures; b. limit the possible spread paths of bushfire within the reconfiguring; c. achieve sufficient separation distance between development and hazardous vegetation to minimise the risk to future buildings and structures during bushfire events; d. maintain the required level of functionality for emergency services and uses during and immediately after a natural hazard event.	**E37** Reconfiguring a lot ensures that all new lots are of an appropriate size, shape and layout to allow for the siting of future buildings being located: a. within an appropriate development footprint; b. within the lowest hazard locations on a lot; c. to achieve minimum separation between development or development footprint and any source of bushfire hazard of 20m or the distance required to achieve a Bushfire Attack Level BAL (as identified under AS3959-2009), whichever is the greater; d. to achieve a minimum separation between development or development footprint and any retained vegetation strips or small areas of vegetation of 10m or the distance required to achieve a Bushfire Attack Level BAL (as identified under AS3959-2009), whichever is the greater; e. away from ridgelines and hilltops; f. on land with a slope of less than 15%; g. away from north to west facing slopes.
PO38 Lots provide adequate water supply and infrastructure to support fire-fighting.	**E38** For water supply purposes, reconfiguring a lot ensures that: a. lots have access to a reticulated water supply provided by a distributer retailer for the area; or b. where no reticulated water supply is available, on-site fire fighting water storage containing not less than 10000 litres and located within a development footprint.
PO39 Lots are designed to achieve : a. safe site access by avoiding potential entrapment situations; b. accessibility and manoeuvring for fire-fighting during bushfire.	**E39** Reconfiguring a lot ensures a new lot is provided with: a. direct road access and egress to public roads; b. an alternative access where the private driveway is longer than 100m to reach a public road;

	c. driveway access to a public road that has a gradient no greater than 12.5%; d. minimum width of 3.5m.
PO40 The road layout and design supports: a. safe and efficient emergency services access to all lots; and manoeuvring within the subdivision; b. availability and maintenance of access routes for the purpose of safe evacuation.	**E40** Reconfiguring a lot provides a road layout which: a. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by: i. a cleared width of 20m; ii. road gradients not exceeding 12.5%; iii. pavement and surface treatment capable of being used by emergency vehicles; iv. Turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines. b. Or if the above is not practicable, a fire maintenance trail separates the lots from hazardous vegetation on adjacent lots incorporating: i. a minimum cleared width of 6m and minimum formed width of 4m; ii. gradient not exceeding 12.5%; iii. cross slope not exceeding 10%; iv. a formed width and erosion control devices to the standards specified in Planning scheme policy - Integrated design; v. a turning circle or turnaround area at the end of the trail to allow fire fighting vehicles to manoeuvre; vi. passing bays and turning/reversing bays every 200m; vii. an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service or located on public land. c. excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the lots from hazardous vegetation on adjacent lots; and d. excludes dead-end roads.

Environmental areas(refer Overlay map - Environmental areas to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria. Editors' Note - The accuracy of overlay mapping can be challenged through the development application process (code assessable development) or by way of a planning scheme amendment. See Council's website for details.	
PO41 No new boundaries are to be located within 4m of a High Value Area .	No example provided.
PO42 Lots are designed to: a. minimise the extent of encroachment into the MLES waterway buffer or a MLES wetland buffer; b. ensure quality and integrity of biodiversity and ecological values is not adversely impacted upon but are maintained and protected; c. incorporate native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; d. provide safe, unimpeded, convenient and ongoing wildlife movement; 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.	**E42** 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.	
PO43 Lots provide a development footprint outside of the buffer.	No example provided.
PO44	No example provided.

Access to a lot is not from an identified extractive industry transportation route, but to an alternative public road.	
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.	
PO45 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.	
PO46 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.
PO47 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	
PO48 Reconfiguration of lots does not compromise or adversely impact upon the efficiency and integrity of Bulk water supply infrastructure.	No example provided.
PO49	**E49**

Reconfiguring of lots ensures that access requirements of Bulk water supply infrastructure are maintained.	Bulk water supply infrastructure traversing or within private land are protected by easement in favour of the service provider for access and maintenance.
PO50 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.	**E50** New lots provide a development footprint outside the Bulk water supply infrastructure buffer.
PO51 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.
Electricity supply substation buffer	
PO52 Lots provide a development footprint outside of the buffer.	No example provided.
High voltage electricity line buffer	
PO53 New lots provide a development footprint outside of the buffer.	No example provided.
PO54 The creation of new lots does not compromise or adversely impact upon the efficiency and integrity of supply.	**E54** No new lots are created within the buffer area.
PO55 The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.	**E55** No new lots are created within the buffer area.
PO56 Boundary realignments:	No example provided.

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.	
Landfill buffer	
PO57 Lots provide a development footprint outside of the buffer.	No example provided.
PO58 Boundary realignments: i. do not result in the creation of additional building development within the buffer; ii. results in the reduction of building development opportunities within the buffer.	No example provided.
Wastewater treatment site buffer	
PO59 New lots provide a development footprint outside of the buffer.	No example provided.
PO60 Boundary realignments: i. do not result in the creation of additional building development opportunities within the buffer; ii. results in the reduction of building development opportunities within the buffer.	No example provided.
Landslide hazard (refer Overlay map - Landslide hazard to determine if the following assessment criteria apply) Note - The preparation of a site-specific geotechnical assessment report in accordance with Planning scheme policy – Landslide hazard can assist in demonstrating compliance with the following performance criteria. The identification of a development footprint on will assist in demonstrating compliance with the following performance criteria.	
PO61 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;	**E61.1** Lots provides development footprint free from risk of landslide. **E61.2** Development footprints and driveways for a lot does not exceed 15% slope.

c. there is minimal disturbance to natural drainage patterns; d. earthworks does not: i. involve cut and filling having a height greater than 1.5m; ii. involve any retaining wall having a height greater than 1.5m; iii. involve earthworks exceeding $50m^3$; iv. redirect or alter the existing flows of surface or groundwater.	
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.	
PO62 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.
PO63 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..	**E63** 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.
PO64 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	No example provided.

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	
PO65 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.	**E65** 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.
PO66 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	**E66.1** 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. **E66.2** 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.
PO67 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.	No example provided.

Note - Stormwater drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park[57]	
PO68 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.	**E68** 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.	
PO69 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.	**E69** Reconfiguring a lot ensures that: a. no new lots are created within a riparian and wetland setback; b. new public roads are located between the riparian and wetland setback and the proposed new lots. Note - Riparian and wetlands are mapped on Schedule 2, Section 2.5 Overlay Maps – Riparian and wetland setbacks.
Scenic amenity (refer Overlay map - Scenic amenity to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO70 Lots are sited, designed and oriented to: a. maximise the retention of existing trees and land cover including the preservation of ridgeline vegetation; b. maximise the retention of highly natural and vegetated areas and natural landforms by minimising the use of cut and fill;	No example provided.

c. ensure that buildings and structures are not located on a hill top or ridgeline; d. ensure that roads, driveways and accessways go across land contours, and do not cut straight up slopes and follow natural contours, not resulting in batters or retaining walls being greater than 1m in height.	