

9.4.1.7 Industry zone

9.4.1.7.1 Purpose - Industry zone

1. The purpose of this part of the Reconfiguring a lot code is to facilitate and manage the outcomes of development for reconfiguring a lot and its associated Operational Works in the Industry zone, to achieve the Overall Outcomes.
2. The purpose of this part of the code will be achieved through the overall outcomes as identified in Part 9.4.1 - Reconfiguring a lot code and the following additional Industry zone specific overall outcomes:
 - a. Industrial lots have access to a sufficient level of infrastructure and essential services and convenient access to major transport routes.
 - b. Reconfiguring a lot for industrial purposes ensures that lot sizes and dimensions are appropriate for the scale, intensity and operation of uses consistent in the applicable precinct.
 - c. Reconfiguring a lot avoids areas subject to constraint, limitation, or environmental values. Where reconfiguring a lot cannot avoid these identified areas, it responds by:
 - i. adopting a 'least risk, least impact' approach when designing, siting and locating development to minimise the potential risk to people, property and the environment;
 - ii. ensuring no further instability, erosion or degradation of the land, water or soil resource;
 - iii. maintaining environmental values, including natural, ecological, biological, aquatic, hydrological and amenity values, and enhancing these values through the provision of environmental offsets, landscaping and facilitating safe wildlife movement through the environment;
 - iv. protecting native species and protecting and enhancing native species habitat;
 - v. protecting and preserving the natural, aesthetic, architectural historic and cultural values of significant trees, places, objects and buildings of heritage and cultural significance;
 - vi. establishing effective separation distances, buffers and mitigation measures associated with major infrastructure to minimise adverse effects on sensitive land uses from noise, dust and other nuisance generating activities;
 - vii. ensuring it promotes and does not undermine the ongoing viability, integrity, operation, maintenance and safety of major infrastructure;
 - viii. Ensuring effective and efficient disaster management response and recovery capabilities.
 - d. The Reconfiguring a lot, Operational works associated with the Reconfiguring a lot, and uses expected to occur as a result of the Reconfiguring a lot:
 - i. responds to the risk presented by overland flow and minimises risk to personal safety;
 - ii. is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
 - iii. does not impact on the conveyance of overland flow up to and including the Overland Flow Defined Flood Event;
 - iv. directly, indirectly and cumulatively avoids an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.
 - e. Reconfiguring a lot achieves the intent and purpose of the Industry zone outcomes as identified in Part 6.

9.4.1.7.2 Requirement for assessment

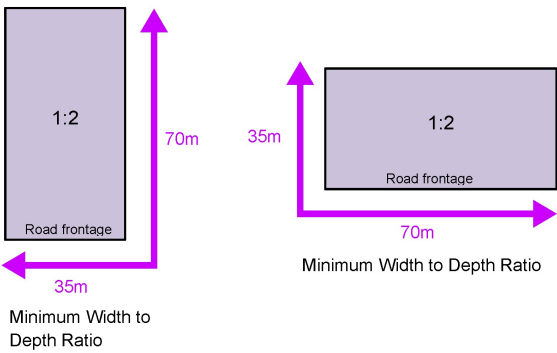
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Part K—Criteria for assessable development - Industry zone

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part K, Table 9.4.1.7.1 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 9.4.1.7.1 Assessable development - Industry zone

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Lot size and design	
<p>PO1</p> <p>Lots have appropriate area and dimension for the establishment of uses consistent with the applicable precinct of the Industry zone, having regard to areas required for:</p> <ol style="list-style-type: none"> convenient and safe access; on-site car parking; on-site manoeuvring to ensure vehicle egress and access in forward gear; appropriately sited loading and servicing areas; setbacks, buffers and landscaping where required. <p>Note - Refer to the overall outcomes for the Industry zone (applicable precinct) for uses consistent in this precinct.</p>	<p>E1.1</p> <p>Lots comply with the following minimum lot sizes:</p> <ol style="list-style-type: none"> 1000 m² in the Mixed industry business precinct; 2500m² in the Light industry precinct; 4000m² in the General industry precinct; 6000m² in the Restricted industry precinct. 4000m² in the Marine industry precinct. <p>E1.2</p> <p>Lots have a minimum width to depth ratio of 1:2 or 2:1.</p> <p>Figure - Frontage to Depth Ratio Examples</p> 
Street design and layout	
<p>PO2</p> <p>Development maintains, contributes to or provides for interconnected street, pedestrian and cyclist networks.</p> <p>Note - Refer to Planning Scheme Policy - Neighbourhood design for guidance on achieving the above outcome.</p>	<p>E2.1</p> <p>Development provides and maintains the connections shown on the following movement figures:</p> <ol style="list-style-type: none"> Figure 1 - Elimbah East Figure 2 - Dakabin Figure 3 - Deception Bay - Bailey Road / Park Road. <p>E2.2</p>

	<p>For land located at Deception Bay, all vehicle access to Deception Bay Road is via a future 4-way signalised intersection at Deception Bay Road and Zammit Street, as illustrated in Figure 4 - Deception Bay - Deception Bay Road, except where an alternative access has been previously approved by TMR or allowed through an existing development approval. No direct property access is provided to Deception Bay Road.</p>
	<p>E2.3</p> <p>All other areas, no example provided.</p> <p>Note - Refer to Planning Scheme Policy - Neighbourhood design for guidance on achieving the performance outcome.</p>
<p>PO3</p> <p>Road layouts facilitate regular and consistent shaped lots through the use of rectilinear grid patterns where not unduly constrained by topographical and other physical barriers.</p>	<p>No example provided.</p>
<p>PO4</p> <p>Road layouts provide for:</p> <ul style="list-style-type: none"> a. safe and efficient access and movement for the expected levels and type of traffic; b. an efficient and legible movement network with high levels of connectivity within and external to the development; c. increased active transport through a focus on safety and amenity for pedestrians and cyclists; d. retention of special features such as significant trees and vegetation; e. direct access for new industrial lots to a street or road other than sub-arterial or arterial roads. <p>Note - Refer to Planning scheme policy - Integrated design and Planning scheme policy - Neighbourhood design for guidance on how to demonstrate achievement of this performance outcome.</p>	<p>No example provided.</p>
<p>PO5</p> <p>The road network creates convenient access to arterial and sub-arterial roads for heavy vehicles and commercial traffic without introducing through traffic to residential streets.</p>	<p>No example provided.</p>
<p>PO6</p>	<p>No example provided.</p>

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<p>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:</p> <ul style="list-style-type: none"> a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). <p>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.</p> <p>Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.</p>	
<p>P07</p> <p>The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development.</p> <p>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:</p> <ul style="list-style-type: none"> • 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; 	<p>E7.1</p> <p>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.</p> <p>Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable.</p> <p>Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable.</p> <p>E7.2</p>

<ul style="list-style-type: none"> residential development greater than 50 lots or dwellings; offices greater than 4,000m² Gross Floor Area (GFA); retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m² GFA; warehouses and Industry greater than 6,000m² 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. <p>Note - 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.</p> <p>Note - The road network is mapped on Overlay map - Road hierarchy.</p> <p>Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.</p>	<p>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.</p> <p>Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable.</p> <p>Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable.</p>
<p>PO8</p> <p>New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users.</p> <p>Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards.</p> <p>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.</p>	<p>E8</p> <p>New intersection spacing (centreline – centreline) along a through road conforms with the following:</p> <ol style="list-style-type: none"> Where the through road provides an access function: <ol style="list-style-type: none"> intersecting road located on the same side = 60 metres; intersecting road located on opposite side (Left Right Stagger) = 60 metres; intersecting road located on opposite side (Right Left Stagger) = 40 metres. Where the through road provides a collector or sub-arterial function: <ol style="list-style-type: none"> intersecting road located on the same side = 100 metres; intersecting road located on opposite side (Left Right Stagger) = 100 metres intersecting road located on opposite side (Right Left Stagger) = 60 metres. Where the through road provides an arterial function: <ol style="list-style-type: none"> intersecting road located on the same side = 300 metres;

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	<p>ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres;</p> <p>iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres.</p> <p>d. Walkable block perimeter does not exceed 1000 metres.</p> <p>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.</p> <p>Note - The road network is mapped on Overlay map - Road hierarchy</p> <p>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.</p>												
<p>PO9</p> <p>All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.</p> <p>Note - Frontage roads include streets where no direct lot access is provided.</p> <p>Note - The road network is mapped on Overlay map - Road hierarchy.</p> <p>Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.</p> <p>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.</p>	<p>E9</p> <p>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:</p> <table border="1"> <thead> <tr> <th>Situation</th><th>Minimum construction</th></tr> </thead> <tbody> <tr> <td>Frontage road unconstructed or gravel road only;</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 lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.</td></tr> <tr> <td>OR</td><td></td></tr> <tr> <td>Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard;</td><td></td></tr> <tr> <td>OR</td><td></td></tr> <tr> <td>Frontage road partially constructed* to Planning scheme policy - Integrated design standard.</td><td>The minimum total travel lane width is: <ul style="list-style-type: none"> 6m for minor roads; 7m for major roads. </td></tr> </tbody> </table> <p>Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.</p> <p>Note - Construction includes all associated works (services, street lighting and linemarking)</p>	Situation	Minimum construction	Frontage road unconstructed or gravel road only;	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.	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.	The minimum total travel lane width is: <ul style="list-style-type: none"> 6m for minor roads; 7m for major roads.
Situation	Minimum construction												
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	<p>Note - Alignment within road reserves is to be agreed with Council.</p> <p>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.</p>
<p>PO10</p> <p>Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road.</p> <p>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.</p>	<p>E10</p> <p>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.</p> <p>Note - The road network is mapped on Overlay map - Road hierarchy.</p>
<p>PO11</p> <p>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.</p>	<p>E11.1</p> <p>Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events.</p> <p>Note - The road network is mapped on Overlay map - Road hierarchy</p> <p>Note - Refer to QUDM for requirements regarding trafficability.</p>
	<p>E11.2</p> <p>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.</p>
Utilities	
<p>PO12</p> <p>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).</p>	<p>No example provided.</p>
Boundary realignment	
<p>PO13</p> <p>Boundary realignments do not result in existing land uses on site becoming non-compliant due to:</p> <ul style="list-style-type: none"> a. lot size; b. parking requirements; 	<p>No example provided.</p>

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<p>c. servicing;</p> <p>d. dependant elements of an existing or approved land use being separately titled.</p> <p>Note - Examples may include but are not limited to:</p> <p>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.</p>	
<p>PO14</p> <p>Boundary alignments ensure that infrastructure and services are wholly contained within the lot they serve.</p>	<p>No example provided.</p>
<p>Reconfiguring a lot other than creating freehold lots</p>	
<p>PO15</p> <p>Reconfiguring a lot which creates or amends a community title scheme as described in the <i>Body Corporate and Community Management Act 1997</i> 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:</p> <p>a. inconsistent with any approvals on which those uses rely; or</p> <p>b. inconsistent with the requirements for accepted development applying to those uses at the time that they were established.</p> <p>Note -An examples of land uses becoming unlawful includes, but are not limited to the following land on which a building 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.</p> <p>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.</p>	<p>No example provided.</p>
<p>Reconfiguring by Lease</p>	
<p>PO16</p> <p>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:</p>	<p>No example provided.</p>

<p>a. inconsistent with any approvals on which those uses rely; or</p> <p>b. inconsistent with the requirements for accepted development applying to those uses at the time that they were established.</p> <p>Note - An example of a land use becoming unlawful is a building over which one or more leases have been created in a way that precludes lawful access to some of the required communal facilities. Some of the communal car parking facilities have been incorporated into lease areas while other leases are located in a way that obstructs the normal access routes to other communal facilities. Those communal facilities may have been required under the requirements for accepted development for the use or conditions of development approval, but they are no longer freely available to all occupants of the building.</p> <p>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.</p> <p>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:</p> <p>a. a lease for a term, including renewal options, not exceeding 10 years; and</p> <p>b. an agreement for the exclusive use of part of the common property for a community titles scheme under the <i>Body Corporate and Community Management Act 1997</i>.</p>	
Volumetric subdivision	
<p>PO17</p> <p>The reconfiguring of the space above or below the surface of the land ensures appropriate area, dimensions and access arrangements to cater for uses consistent with the zone and does not result in existing land uses on site becoming non-compliant.</p> <p>Note - Example include but are not limited to:</p> <p>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.</p>	<p>No example provided.</p>
Access Easements	
<p>PO18</p> <p>Access easements contain a driveway constructed to an appropriate standard for the intended use.</p>	<p>No example provided.</p>
<p>PO19</p>	<p>No example provided.</p>

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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.	
PO20 The easement covers all works associated with the access.	E20 The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO21 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.
Stormwater location and design	
PO22 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.
PO23 Development is designed and constructed to achieve Water Sensitive Urban Design best practice including: <ul style="list-style-type: none"> a. protection of existing natural features; b. integrating public open space with stormwater corridors or infrastructure; c. maintaining natural hydrologic behaviour of catchments and preserving the natural water cycle; d. protecting water quality environmental values of surface and ground waters; e. minimising capital and maintenance costs of stormwater infrastructure. Note - Refer to Planning scheme policy - Integrated design (Appendix C) for more information and examples on water sensitive urban design. Note - A site based stormwater management plan prepared in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this PO.	No example provided.

<p>PO24</p> <p>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.</p> <p>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.</p>	<p>E24</p> <p>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:</p> <table border="1" data-bbox="810 448 1468 974"> <thead> <tr> <th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr> </thead> <tbody> <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> </tbody> </table> <p>Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.</p> <p>Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</p>	Pipe Diameter	Minimum Easement Width (excluding access requirements)	Stormwater pipe up to 825mm diameter	3.0m	Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter	4.0m	Stormwater pipe greater than 825mm diameter	Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side).
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<p>PO25</p> <p>Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.</p>	<p>No example provided.</p>								
<p>PO26</p> <p>Natural streams and riparian vegetation are retained and enhanced through revegetation.</p>	<p>No example provided.</p>								
<p>PO27</p> <p>Areas constructed as detention basins:</p> <ol style="list-style-type: none"> are adaptable for passive recreation; appear to be a natural land form; provide practical access for maintenance purposes; do not create safety or security issues by creating potential concealment areas; 	<p>E27</p> <p>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.</p>								

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<p>e. have adequate setbacks to adjoining properties;</p> <p>f. are located within land to be dedicated to Council as public land.</p>	
<p>PO28</p> <p>Development maintains the environmental values of waterway ecosystems.</p>	No example provided.
<p>PO29</p> <p>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.</p>	No example provided.
<p>PO30</p> <p>Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.</p>	<p>E30</p> <p>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.</p>

Stormwater management system	
<p>PO31</p> <p>The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.</p>	<p>E31</p> <p>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.</p>
<p>PO32</p> <p>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.</p>	<p>E32</p> <p>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.</p>
<p>PO33</p> <p>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.</p>	<p>E33</p> <p>The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.</p>
<p>PO34</p> <p>The stormwater management system is designed to:</p>	No example provided.

<ul style="list-style-type: none"> 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. 	
<p>PO35</p> <p>Design and construction of the stormwater management system:</p> <ul style="list-style-type: none"> 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. <p>Note - Refer to Planning scheme policy - Integrated design for guidance on how to demonstrate achievement of this performance outcome.</p>	<p>No example provided.</p>

Native vegetation where not located in the Environmental areas overlay

<p>PO36</p> <p>Reconfiguring a lot facilitates the retention of native vegetation by:</p> <ul style="list-style-type: none"> 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. 	<p>No example provided.</p>
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<ul style="list-style-type: none"> 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	
<p>PO37</p> <p>Noise attenuation structure (e.g. walls, barriers or fences):</p> <ul style="list-style-type: none"> 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. <p>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.</p> <p>Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.</p>	<p>E37</p> <p>Noise attenuation structures (e.g. walls, barriers or fences):</p> <ul style="list-style-type: none"> a. are not visible from an adjoining road or public area unless; <ul style="list-style-type: none"> 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. <p>Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.</p> <p>Note - Refer to Overlay map – Active transport for future active transport routes.</p>
<p>Values and constraints criteria</p> <p>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.</p>	
<p>Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply)</p> <p>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.</p>	
<p>PO38</p>	<p>E38</p>

<p>Lots are designed to:</p> <ul style="list-style-type: none"> 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. 	<p>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:</p> <ul style="list-style-type: none"> 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.
<p>PO39</p> <p>Lots provide adequate water supply and infrastructure to support fire-fighting.</p>	<p>E39</p> <p>For water supply purposes, reconfiguring a lot ensures that:</p> <ul style="list-style-type: none"> a. lots have access to a reticulated water supply provided by a distributor 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.
<p>PO40</p> <p>Lots are designed to achieve:</p> <ul style="list-style-type: none"> a. safe site access by avoiding potential entrapment situations; b. accessibility and manoeuvring for fire-fighting during bushfire. 	<p>PO40</p> <p>Reconfiguring a lot ensures a new lot is provided with:</p> <ul style="list-style-type: none"> 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.
<p>PO41</p> <p>The road layout and design supports:</p>	<p>E41</p> <p>Reconfiguring a lot provides a road layout which:</p>

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<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> a. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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.
<p>Environmental areas (refer Overlay map - Environmental areas to determine if the following assessment criteria apply)</p> <p>Note - the identification of a development footprint will assist in demonstrating compliance with the following performance standards.</p> <p>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.</p>	
<p>PO42</p>	<p>No example provided.</p>

No new boundaries are located within 2m of High Value Areas.	
<p>PO43</p> <p>Lots are designed to:</p> <ul style="list-style-type: none"> 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. <p>AND</p> <p>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.</p>	<p>E43</p> <p>Reconfiguring a lot ensures that no additional lots are created within a Value Offset Area.</p>
<p>Extractive resources transport route buffer (refer Overlay map - Extractive resources to determine if the following assessment criteria apply)</p> <p>Note - the identification of a development footprint will assist in demonstrating compliance with the following performance standards.</p>	
<p>PO44</p> <p>Lots provide a development footprint outside of the buffer.</p>	No example provided.
<p>PO45</p> <p>Access to a lot is not from an identified extractive industry transportation route, but to an alternative public road.</p>	No example provided.
<p>Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply)</p> <p>Note - the identification of a development footprint will assist in demonstrating compliance with the following performance standards.</p>	
<p>PO46</p>	No example provided.

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<p>Lots do not:</p> <ol style="list-style-type: none"> reduce public access to a heritage place, building, item or object; create the potential to adversely affect views to and from the heritage place, building, item or object; 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. 	
<p>PO47</p> <p>Reconfiguring a lot retains significant trees and incorporates them into the subdivision design, development layout and provision of infrastructure.</p>	<p>No example provided.</p>
<p>Infrastructure buffers (refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply)</p> <p>Note - the identification of a development footprint will assist in demonstrating compliance with the following performance standards.</p>	
<p>High voltage electricity line buffer</p>	
<p>PO48</p> <p>New lots provide a development footprint outside of the buffer.</p>	<p>No example provided.</p>
<p>PO49</p> <p>The creation of new lots does not compromise or adversely impact upon the efficiency and integrity of supply.</p>	<p>E49</p> <p>No new lots are created within the buffer area.</p>
<p>PO50</p> <p>The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.</p>	<p>E50</p> <p>No new lots are created within the buffer area.</p>
<p>PO51</p> <p>Boundary realignments:</p> <ol style="list-style-type: none"> do not result in the creation of additional building development opportunities within the buffer; result in the reduction of building development opportunities within the buffer. 	<p>No example provided.</p>
<p>Landfill buffer</p>	

PO52 Lots provide a development footprint outside of the buffer.	No example provided.
PO53 Boundary realignments: <ul style="list-style-type: none"> 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.
Wastewater treatment site buffer	
PO54 New lots provide a development footprint outside of the buffer.	No example provided.
PO55 Boundary realignments: <ul style="list-style-type: none"> 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.
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.	
PO56 Development: <ul style="list-style-type: none"> 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.
PO57 Development:	E57 Development ensures that any buildings are not located in an Overland flow path area.

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<p>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;</p> <p>b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property.</p> <p>Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow..</p>	<p>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.</p>
<p>PO58</p> <p>Development does not:</p> <p>a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level;</p> <p>b. increase the potential for flood damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure.</p> <p>Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.</p> <p>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.</p> <p>Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow</p>	<p>No example provided.</p>
<p>PO59</p> <p>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.</p>	<p>E59</p> <p>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.</p>
<p>PO60</p> <p>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.</p> <p>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.</p>	<p>E60.1</p> <p>Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM:</p> <p>a. Urban area – Level III;</p> <p>b. Rural area – N/A;</p> <p>c. Industrial area – Level V;</p> <p>d. Commercial area – Level V.</p> <p>E60.2</p>

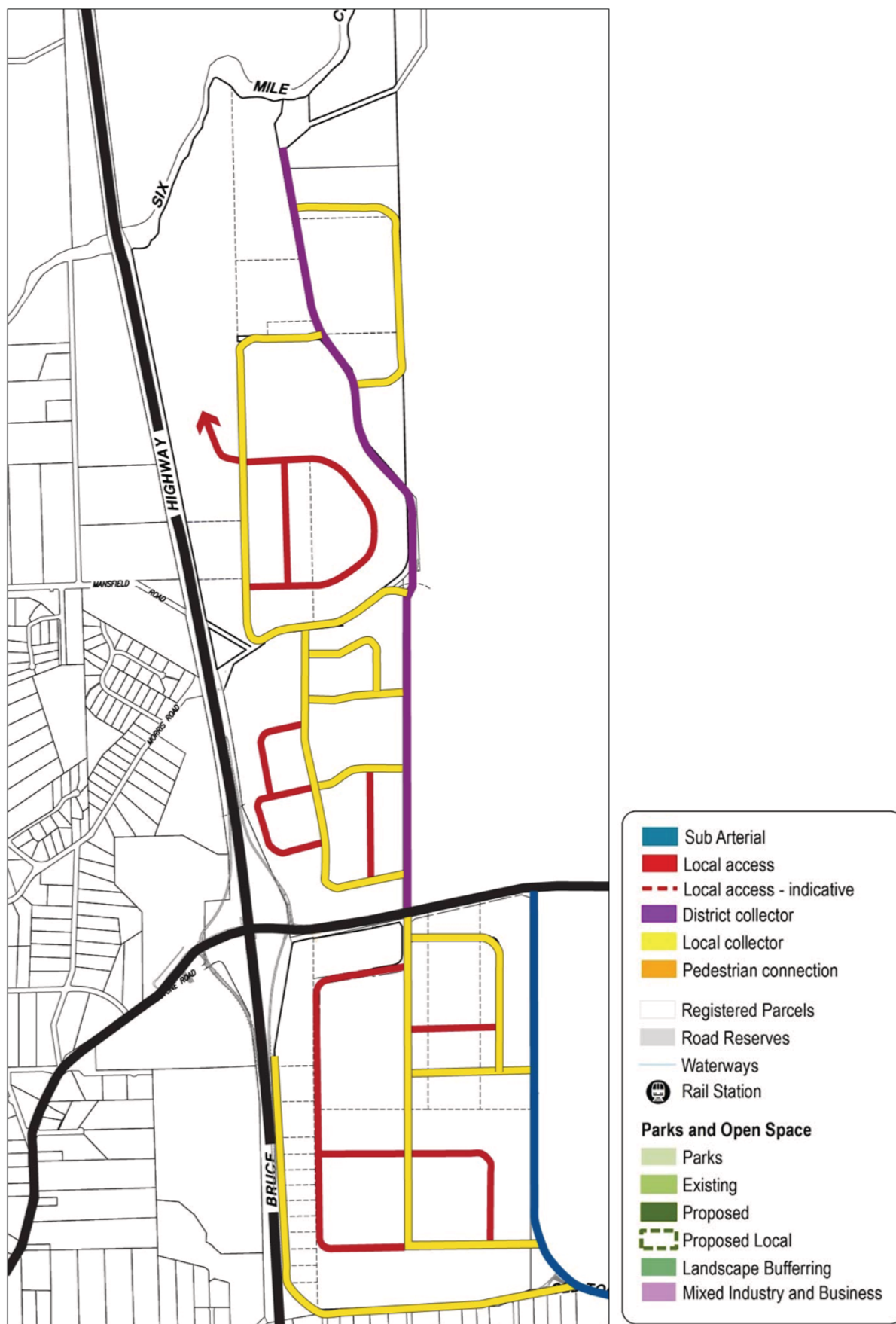
<p>Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow</p>	<p>Development ensures that all Council and allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.</p>
<p>PO61</p> <p>Development protects the conveyance of overland flow such that easements for drainage purposes are provided over:</p> <ul style="list-style-type: none"> 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. <p>Note - Refer to Planning scheme policy - Integrated design for details and examples.</p> <p>Note - Stormwater drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.</p>	<p>No example provided.</p>
<p>Additional criteria for development for a Park⁽⁵⁷⁾</p>	
<p>PO62</p> <p>Development for a Park⁽⁵⁷⁾ ensures that the design and layout responds to the nature of the overland flow affecting the premises such that:</p> <ul style="list-style-type: none"> 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. 	<p>E62</p> <p>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.</p>
<p>Riparian and wetland setbacks (refer Overlay map - Riparian and wetland setback to determine if the following assessment criteria apply)</p> <p>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.</p>	
<p>PO63</p> <p>Lots are designed to:</p> <ul style="list-style-type: none"> a. minimise the extent of encroachment into the riparian and wetland setback; b. ensure the protection of wildlife corridors and connectivity; 	<p>E63</p> <p>Reconfiguring a lot ensures that:</p> <ul style="list-style-type: none"> 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.

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<ul style="list-style-type: none">c. reduce the impact on fauna habitats;d. minimise edge effects;e. ensure an appropriate extent of public access to waterways and wetlands.	<p>Note - Riparian and wetlands are mapped on Schedule 2, Section 2.5 Overlay Maps – Riparian and wetland setbacks.</p>
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Movement network figures

Figure 1 - Elimbah East



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Figure 2 - Dakabin



Figure 3 - Deception Bay - Bailey Road / Park Road

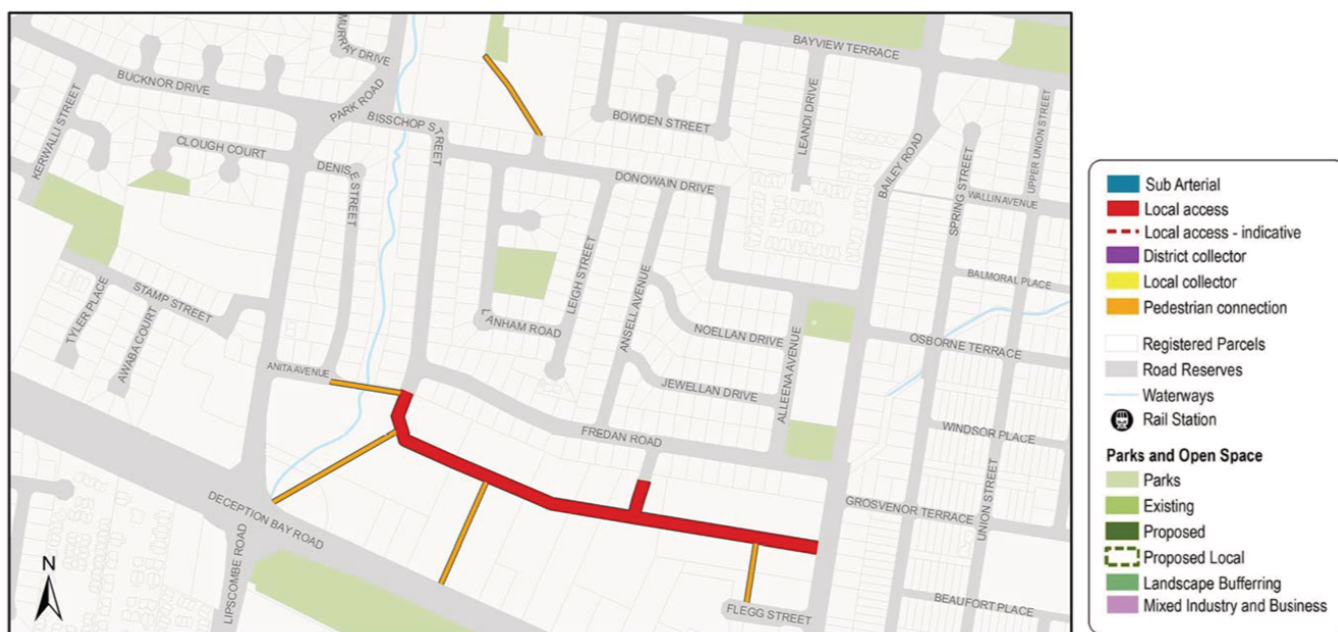


Figure 4 - Deception Bay - Deception Bay Road

