

CHAPTER 6 OTHER DEVELOPMENT CODES

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CHAPTER 6 - OTHER DEVELOPMENT CODES

PART 2 RECONFIGURING A LOT DESIGN CODES

Division 1 Preliminary

1.1 Codes for Reconfiguration of a Lot Development

The provisions of this part comprise the following codes:-

- (1) Urban Residential Subdivision Design Code;
- (2) Park Residential Subdivision Design Code;
- (3) Rural Residential Subdivision Design Code;
- (4) Industrial Subdivision Design Code;
- (5) Commercial Subdivision Design Code;
- (6) Rural Subdivision Design Code;
- (7) Boundary Relocation Design Code;
- (8) Subdivision by Lease Design Code;
- (9) Access Easement Subdivision Design Code; and
- (10) Subdivision in all Other Zones Design Code



Division 2 Urban Residential Subdivision Design Code

2.1 Overall Outcome

The overall outcomes are the purpose of this code.

The overall outcomes sought by the Urban Residential Subdivision Design Code are the following:

- (1) Lots meet user requirements;
- (2) Lot design and subdivision layout provides land owners or occupiers of the lots with a high degree of safety and amenity;
- (3) Neighbourhoods are safe and attractive;
- (4) Lot design and subdivision layout adequately protects people and the built environment from flooding;
- (5) Lots have adequate *site* drainage to meet user requirements;
- (6) Stormwater runoff from development is properly managed to minimise its impact on land uses downstream and on adjacent properties, the natural and built environment and receiving waters;
- (7) Stormwater management solutions are integrated with other uses and the natural environment;
- (8) Lots have adequate, safe, convenient and structured road access systems;
- (9) Lots have all necessary utility services to meet user requirements provided in a timely, cost effective, coordinated and efficient manner;
- (10) Pedestrian and cyclist networks are safe, convenient and legible;
- (11) The subdivision layout ensures that existing or potential public transport services are accommodated;
- (12) Lot layout reduces the level of fire risk associated with building in areas which are assessed to have a medium to high bushfire hazard; and
- (13) To provide public open space that meets user requirements for outdoor recreational and social activities and for landscaping that contributes to the identity, environmental health and safety of the community.

2.2 Compliance with the Urban Residential Subdivision Design Code

Development that is consistent with the specific outcomes in Sections 2.3.1 to 2.3.9 complies with the Urban Residential Subdivision Design Code.

2.3 Development Requirements

- The development requirements of this code relate to the following elements:-
- (2.3.1) Lot Layout Single Detached Housing
- (2.3.2) Lot Layout Detached Houses on Small Residential Lots
- (2.3.3) Lot Layout Community Titled Residential Development (not subdivision of existing or approved buildings)
- (2.3.4) Stormwater Management
- (2.3.5) Road Networks (excludes State-controlled Roads)
- (2.3.6) Utilities
- (2.3.7) Pedestrian and Cyclist Networks
- (2.3.8) Public Transport
- (2.3.9) Park

Specific Outcomes for Assessable Development	Proba	Probable Solutions		
2.3.1 Lot Layout – Single Detached Housing				
 O1 Residential lots have appropriate area and dimensions r:-) siting and construction of a dwelling and <i>ancillary outbuildings</i>; 2) the provision of private open space; 3) convenient and safe vehicle access; and 4) on <i>site</i> car parking. 	 ions PS 1 All residential lots:- (1) contain a rectangular building envelope of 13m x 25m minimum, using standard setbacks; (2) provide for a private open space area of 80m² min & 2.5m minimum width; (3) have frontage access to a road not exceeding Collector standard (i.e. no frontage access to Trunk Collector Roand Major Roads); and (4) accommodate car parking on <i>site</i> for 3 medium passenger vehicles with at least one within the building envelope Accessways for rear lots:- (1) have a minimum width of 5m; (2) have a maximum length of 40m; (3) have a minimum length of 15m; and (4) are constructed and sealed to a minimum width of 2.5m OR All residential lots, except rear lots, have a minimum area of 600m² and contain a minimum rectangle of 15m x 25m. All residential rear lots have a minimum area of 800m² and contain a circle 25m in diameter. Accessways for rear lots:- (1) have a minimum width of 5m; (2) have a maximum length of 40m; (3) have a minimum area of 800m² and contain a minimum rectangle of 15m x 25m. 		rd setbacks; tage access to Trunk Collector Roads ast one within the building envelope. ninimum rectangle of 15m x 25m. diameter.	
D 2 Residential lot shape and dimensions take into account	PS 2 The residential lot depth and road frontage co	nforms to the following:-		
	Average Lot Slope* (%) Mi	nimum Lot Depth (m)	Minimum Lot Frontage (m)	
	< 16	not specified	not specified	
	16 to 25	40	18	
	25 to 40	45	20	
	> 40	50	22	
	frontage	ot earthworks/retaining waii	s - measured perpendicular to the road	
3 All lots have road frontage.	PS 3 All lots have road frontages conforming to the	following:-		
	Location	Ν	linimum Frontage (m)	
	Residential lots - all locations except the head of a cu	l de sac	17	
	exceeding 60°	in angle		

Specific Outcomes for Assessable Development		Probable S	Solutions
	Residential lots - outside centreline deflection angle	of a bend in the road with a roa exceeding 60°	10 ⁽¹⁾
	Residential lots - rear lots	55	5 ⁽¹⁾ for a single rear lot 4 ⁽¹⁾ for more than one rear lot served by a shared driveway
	Notes: 1. Subject to on street can 2. No specific solutions and site constraints and fea	r parking requirements being met. re provided. Solutions will need to b atures.	be adapted to suit the particular site access requirements,
SO 4 Residential lots do not contain major drainage flow paths.	PS 4 The residential lo	ts do not contain overland flow path	ns for the 100 year ARI storm event.
levels in rivers, creeks, <i>watercourses</i> and engineered open drains to facilitate dwelling construction without the need for levies or special dwelling design for flotation.	Location	Minimum Development Level Requirements	Minimum Area above required Minimum Development Level
	Adjacent rivers, creeks and <i>watercourses</i> Adjacent engineered channels	Q100 flood level + 750mm Q100 flood level + 500mm	2000m ² (where lot area is <2000m ² , then the whole lot area) 2000m ² (where lot area is <2000m ² , then the whole lot area)
SO 6 Residential lot road frontages have sufficient width to allow easy and safe access.	PS 6 Residential lots a Arterial) have a minimum f	at the corner of Residential Streets rontage of 50m to the Minor Road.	s (Collector and below) and Major Roads (Sub Arterial or
SO 7 The layout is integrated with the surrounding environment, complement existing attractive streetscapes and landscapes, and provide for shared use of public facilities by adjoining communities.	PS 7 No solution provi	ded.	
SO 8 The lot layout retains special features on <i>site</i> such as significant trees and vegetation.	PS 8 No solution provi	ded.	
SO 9 Residential lots are located outside flood prone land, flood plains, tidal areas and areas below storm tide levels.	PS 9 The residential lo features including rivers, st	ots are not located below the ultima treams and watercourses .	te (post development) Q100 flood level of natural drainage
SO 10 Residential lots are not located on land which is prone to land slip or subsidence.	PS 10 No solution provi	located below the predicted 100 ye ded.	ear storm tide surge level.
SO 11 Residential lots are designed to facilitate the siting of dwellings to take advantage of microclimate benefits.	PS 11 and PS 12 The ma The majority of the long bo	jority of the lots are rectangular in s oundaries of the lots are within the fo	hape rather than splayed. Dlowing orientation ranges:
SO 12 Residential lots have appropriate siting, orientation and dimensions to allow a high level of solar access.	 (1) 20° west of true north (2) 20° north of true east (3) 20° east of true south 	to 30° east of true north (340°- 30°) to 30° south of true east (70° - 120°) to 30° west of true south (160° - 21)	; ;);
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Specific Outcomes for Assessable Development	Probable Solutions
	(4) 20° south of true west to 30° north of true west (250° - 300°).
	East-west lots are wider than the minimum determined by building envelope requirements to allow for good solar access as overshadowing of the north aspect is more likely in this situation, unless two <i>storey</i> construction has been restricted.
SO 13 Residential lots are not subjected to unreasonable noise impacts.	PS 13 Traffic noise amelioration measures are provided to ensure residential lots are not exposed to long-term noise levels exceeding 63dB(A) _{L10(18hours)} from Major Roads and transport corridors. These measures are determined in accordance with <i>Council's</i> Traffic Noise Policy. Appropriate property notes are placed on residential lots where the long-term noise levels exceed 55dB(A) _{L10(18hours)} (adjusted for facade reflection). A noise assessment report is provided to establish the predicted noise levels for any development that is within 500m (straight line measure) of a Major Road or State controlled road. For significant noise sources, other than road traffic and railways, appropriate noise amelioration measures are provided to ensure residential lots are not exposed to long-term noise levels exceeding the background noise level plus 5dB(A) and 55dB(A) _{L10(18hours)} .
SO 14 Residential lots are not subjected to unreasonable air quality impacts.	PS 14 The residential lots are not located closer than 100m (straight line measurement) to an existing or planned future sewerage pump station. No specific solutions are provided for residential development close to State controlled roads
SO 15 Residential lot frontages are orientated to facilitate personal and property safety, surveillance of footpaths and public open spaces, and to deter crime and vandalism.	PS 15 No solution provided.
SO 16 The layout ensures that residents exposure to electro- magnetic fields (from powerlines) exceeding 2mG is minimised.	PS 16 Residential lots are not exposed to electro-magnetic fields (from powerlines >33kV) exceeding 2mG (average).
2.3.2 Lot Layout – Detached Houses on Small Resident	ial Lots
 SO 17 Residential lots have appropriate area and dimensions for:- (1) siting and construction of a dwelling and ancillary outbuildings; (2) the provision of private open space; (3) convenient and safe vehicle access; and (4) on site car parking. 	 PS 17 All residential lots:- contain a rectangular building envelope of 8m x 18m minimum with one side boundary at zero setback; provide for a private open space area of 80m² min and 2.5m minimum width and with one area which can contain a circle with a diameter of 5m; have frontage access to a road not exceeding Collector standard (i.e. no frontage access to Trunk Collector Roads and Major Roads); and accommodate car parking on <i>site</i> for a minimum of 2 medium passenger vehicles with at least 50% of the lots accommodating 3 medium passenger vehicles on <i>site</i>. Accessways for rear lots:- have a minimum width of 4m; have a minimum length of 40m; have a minimum length of 15m; and are constructed and sealed to a minimum width of 2.5m. OR All residential lots, except rear lots, have a minimum area of 320m² and contain a minimum rectangle of 9m x 25m.

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CHAPTER 6, PART 2, DIVISION 2 - URBAN RESIDENTIAL SUBDIVISION DESIGN CODE

Effective from 15 December 2006

Specific Outcomes for Assessable Development	Probable Solutions			
	Accessways for rear lots:-			⊼ % //∧```
	(1) have a minimum width	of 4m;		л
	(2) have a maximum lengt	h of 40m;		ine
	(3) have a minimum length	n of 15m; and		Riv
	(4) are constructed and se	aled to a minimum width of 2.5m.		/er.
SO 18 Residential lot shape and dimensions take into account the slope of the land	PS 18 The residential lot	depth and road frontage conforms to the f	ollowing:	sPlar
	Average Lot Slope* (%)	Minimum Lot Depth (m)	Minimum Lot Frontage (m)	
	< 10	not specified	not specified	
	>10	not suitable for detached houses o residental lots	n small not suitable for detached houses on small residential lots	
	* after bulk site earthworks frontage.	(if carried out) and before lot earthworks/r	etaining walls - measured perpendicular to the road	
	Average Lot Slope*	Average Lot Slope* Minimum Lot Width (m)		
	< 10 not specified			CHA
	> 10 not suitable for detached houses on small residential lots			PTE
	* Measured perpendicular to the side boundary			R 6,
SO 19 All lots have road frontage.	PS 19 All lots have road	frontages conforming to the following:-		PAR
		Location	Minimum Frontage (m)	IT 2,
	Residential lots - all locations except the head of a cul de sac and the outside of a bend in the road with a deflection angle exceeding 60°.		10	DIVISI
	Residential lots - head of a cul de sac		10*	NO
	Residential lots - outside of a bend in the road with a road centreline deflection and exceeding 60°		10*	2 - UR
	Residential lots - rear lots (hatchet lots where the building area is		5* for a single rear lot	BAN
	accessed from a road via a driveway in a narrow part of the lot which is not suitable for dwelling construction)		8* for more than one rear lot served by a shared	RE
			driveway	SIDI
	* Subject to on street car parking requirements being met – refer Section 2.4.0 of Council's Planning Scheme Policy PSP28 Civil Infrastructure Design Part 1			ENTIAL
SO 20 Residential lots do not contain major drainage flow	PS 20 The residential lot	s do not contain overland flow paths for the	e 100 year ARI storm event.	SU
paths.		•		BDI
				IOISIA
				N DES
				IGN
				CODE

Specific Outcomes for Assessable Development		Probable Soluti	ons	
SO 21 Residential lots have adequate freeboard to major flood	PS 21 The residential	lots are developed to the following finished	surface levels:-	
levels in rivers, creeks, <i>watercourses</i> and engineered open drains to facilitate dwelling construction without the need for levies or special dwelling design for flotation.	Location	Minimum Development Level Requirements	Minimum Area above Required Minimum Development Level	
	Adjacent rivers, creeks and <i>watercourses</i>	Q100 flood level + 750mm	2000m ² (where lot area is <2000m ² , then the whole lot area)	
	Adjacent engineered channels	Q100 flood level + 500mm	2000m ² (where lot area is <2000m ² , then the whole lot area)	
SO 22 Residential lot road frontages are of sufficient width to allow easy and safe access.	PS 22 Residential lots Arterial) have a minimum	at the corner of Residential Streets (Coll 50m frontage to the Minor Road.	ector and below) and Major Roads (Sub Arterial or	
SO 23 The layout is integrated with the surrounding environment, complements existing attractive streetscapes and landscapes and provides for shared use of public facilities by adjoining communities.	PS 23 No solution pro	vided.	$\langle O \rangle$	
SO 24 The lot layout retains special features such as regionally significant vegetation and views.	PS 24 No solution pro-	vided.		
SO 25 Residential lots are located outside flood prone land, flood plains, tidal areas and areas below storm tide levels.	PS 25 The residential lots are not located below the ultimate (post development) Q100 flood level of natural draina features including rivers, streams and <i>watercourses</i> .			
SO 26 Residential lots are not located on land which is prone to land slip or subsidence.	PS 26 No solution pro-	vided.	rm tide surge level.	
SO 27 Residential lots are designed to facilitate the siting of dualiant to take advantage of microalimate	PS 27 and PS 28 The majority of the lots are rectangular in shape rather than splayed.			
SO 28 Residential lots have appropriate orientation and	The majority of the long boundaries of the lots are within the following orientation ranges:- (1) 20° west of true porth to 30° east of true porth (340°- 30°):			
dimensions to allow a high level of solar access benefits.	(2) 20° north of true east to 30° south of true east ($70^{\circ} - 120^{\circ}$);			
	 (3) 20° east of true south to 30° west of true south (160° - 210°); and 			
*. C	(4) 20° south of true west to 30° north of true west (250° - 300°).			
	East-west lots are wider overshadowing of the nor	than the minimum determined by buildin th aspect is more likely in this situation, unl	g envelope requirements for good solar access as ess two storey construction has been restricted.	
SO 29 Residential lots are not subjected to unreasonable noise impacts.	PS 29 Traffic noise an levels exceeding 63dB(A) with <i>Council's</i> Traffic Noise levels exceed 55dB(A) _{L1C} predicted noise levels for road.	nelioration measures are provided to ensur L10(18hours) from Major Roads and transport corn bise Policy. Appropriate property notes are p(18hours) (adjusted for facade reflection). A n any development that is within 500m (straig rces, other than road traffic and railways, an	e residential lots are not exposed to long-term noise ridors. These measures are determined in accordance placed on residential lots where the long-term noise oise assessment report is provided to establish the ght line measure) of a Major Road or State controlled	
* *	to ensure residential lots 55dB(A) _{L10(18hours)} .	are not exposed to long-term noise levels e	xceeding the background noise level plus 5dB(A) and	
$\langle \rangle$	>			

PineRiversPlan

Specific Outcomes for Assessable Development	Probable Solutions				
SO 30 Residential lots are not subjected to unreasonable air quality impacts.	PS 30 The residential lots are not located closer than 100m (s sewerage pump station. No specific solutions are provided for re	PS 30 The residential lots are not located closer than 100m (straight line measurement) to an existing or planned future sewerage pump station. No specific solutions are provided for residential development close to State controlled roads.			
SO 31 Residential lot frontages are orientated to facilitate personal and property safety, surveillance of footpaths and public open spaces, and to deter crime and vandalism.	PS 31 No solution provided.				
SO 32 The layout ensures that residents exposure to electro- magnetic fields (from powerlines) exceeding 2mG is minimised.	PS 32 Residential lots are not exposed to electro-magnetic fields (from powerlines >33kV) exceeding 2mG (average).				
2.3.3 Lot Layout – Community Titled Residential Develo	pment (not subdivision of existing or approved buildings				
 SO 33 Residential lots have appropriate area and dimensions for:- (1) siting and construction of a dwelling and ancillary outbuildings; 	 All residential lots:- for attached housing: contain a rectangular building envelope of 8m x 12m minimum; for ground floor dwelling - provide for a private open space area of 40m² min (which can contain a circle 4m in diameter) being directly accessible from a living area of the dwelling; and 				
 (2) the provision of private open space; (3) convenient and safe vehicle access; and (4) on <i>site</i> car parking. 	 (3) accommodate car parking adjoining or adjacent to the dwe each <i>dwelling unit</i>. The car park is able to be driven into i OR 	elling for a minimum of 1 medium passenger vehicle for n forward gear.			
	All residential lots, except those used for the purposes of a <i>detached house</i> , have a minimum area of 150m contain a circle not less than 6m diameter. All residential lots used for the purposes of a <i>detached house</i> have a minimum area of 250m ² and can contain a less than 9m diameter.				
SO 34 Residential lot shape and dimensions take into account the slope of the land.	PS 34 No solution provided.				
SO 35 Residential lots (excluding common areas) do not contain major drainage flow paths.	PS 35 The residential lots do not contain overland flow paths	for the 100 year ARI storm event.			
SO 36 Residential lots have adequate freeboard to major flood	PS 36 The residential lots are developed to the following finish	ned surface levels:-			
levels in rivers, creeks, <i>watercourses</i> and engineered open drains to facilitate dwelling construction without the need for levies	Location Minimum Development Level Requirements	Minimum Area above Required Minimum Development Level			
or special dwelling design for flotation.	Adjacent rivers, creeks Q100 flood level + 750mm and <i>watercourses</i>	2000m ² (where lot area is <2000m ² , then the whole lot area)			
	Adjacent engineered Q100 flood level + 500mm channels	2000m ² (where lot area is <2000m ² , then the whole lot area)			
SO 37 Site accesses are located to allow easy and safe access.	PS 37 Site access conforms with Council's <i>Planning Scheme</i> 6.2.0 and DG 04.	Policy PSP28 Civil Infrastructure Design, Part 1, Section			

Specific Outcomes for Assessable Development		Probable Solutions		
SO 38 The <i>site</i> accommodates sufficient car parking to meet average visitor demands.	PS 38 and PS 39 On site car parking is pro	vided in accordance with the following:-		
SO 39 Car parking is safe and convenient for residents and visitors	Purpose	Minimum number of Car Parking Spaces		
	Accommodation Unit	1.25 spaces per unit		
	Low Density Multiple Dwellings	1.5 spaces per dwelling being 1 space fully enclosed and lockable plus an allowance of 0.5 space (rounded up) for visitors		
	Medium & High Density Multiple Dwellings	1.5 spaces per dwelling being 1 space fully enclosed and lockable plus an allowance of 0.5 space (rounded up) for visitors		
SO 40 The communal open space area meets the functional requirements of the user including a range of recreational uses, social activities and landscaping appropriate for the size of the development.	PS 40 No solution provided.			
SO 41 The layout is integrated with the surrounding environment, complements existing attractive streetscapes and landscapes, and provides for shared use of public facilities by adjoining communities.	PS 41 No solution provided.			
SO 42 The lot layout retains special features such as regionally significant vegetation and views.	PS 42 No solution provided.	S 42 No solution provided.		
SO 43 Residential lots are located outside flood prone land, flood plains, tidal areas and areas below storm tide levels.	'S 43 The residential lots are not located below the ultimate (post development) Q100 flood level of natural drainage eatures including rivers, streams and <i>watercourses</i> .			
SO 44 Residential lots are not located on land which is prone to and slip or subsidence.	PS 44 The residential lots are not located	S 44 The residential lots are not located on land which is prone to land slip or subsidence.		
SO 45 Residential lots are designed to facilitate the siting of dwellings to take advantage of microclimate benefits.	PS 45 No solution provided.			
SO 46 Residential lots have appropriate orientation and dimensions to allow a high level of solar access.	PS 46 No solution provided.			
SO 47 Residential lots are not subjected to unreasonable noise impacts.	PS 47 Traffic noise amelioration measures are provided to ensure residential lots are not exposed to long-term noise levels exceeding 63dB(A) _{L10(18hours)} from Major Roads and transport corridors. These measures are determined in accordance with Council's Traffic Noise Policy. Appropriate property notes are placed on residential lots where the long-term noise levels exceed 55dB(A) _{L10(18hours)} (adjusted for facade reflection). A noise assessment report is provided to establish the predicted noise levels for any development that is within 500m (straight line measure) of a Major Road or State controlled road. For significant noise sources, other than road traffic and railways, appropriate noise amelioration measures are provided to ensure residential lots are not exposed to long-term noise levels exceeding the background noise level plus 5 dB(A) and 55dB(A) _{L10(18hours)} .			
SO 48 Residential lots are not subjected to unreasonable air quality impacts.	PS 48 The residential lots are not located sewerage pump station	closer than 100m (straight line measurement) to an existing or planned future		
damià mbago.	No specific solutions are provided for resider	ntial development close to State controlled roads.		

Specific Outcomes for Assessable Development	Probable Solutions
SO 49 The layout ensures that residents exposure to electro- magnetic fields (from powerlines) exceeding 2mG is minimised.	PS 49 Residential lots are not exposed to electro-magnetic fields (from powerlines >33kV) exceeding 2mG (average).
2.3.4 Stormwater Management	
SO 50 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event.	PS 50 and PS 51 The roads, drainage pathways, drainage features and <i>waterways</i> safely convey the stormwater flows for the 100 year ARI storm event without allowing the flows to encroach upon residential lots.
SO 51 Overland flow paths conveying stormwater flows for the 100 year ARI storm event (and greater) do not pass through or encroach upon residential lots unless the lot contains an area not less than 2000m ² which has not less than 750mm freeboard to the 100 year ARI (fully developed catchment) storm flood level.	Overland flow paths (for any storm event) from roads and public open space areas do not pass through residential lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
SO 52 Stormwater drainage pipes and <i>structures</i> through or within private land are protected by easements in favour of <i>Council</i> with sufficient area for practical access for maintenance.	PS 52 Stormwater drainage infrastructure through or within private land is protected by easements in favour of <i>Council</i> with areas and dimensions conforming to <i>Council's</i> Standards.
SO 53 Stormwater management facilities (except drainage outlets) do not encroach upon riparian areas.	PS 53 No solution provided.
SO 54 The stormwater quality management system minimises the environmental impact of stormwater on surface and underground receiving water quality.	PS 54 No solution provided.
SO 55 The stormwater quality management system minimises the environmental impact of stormwater on natural <i>waterway</i> configuration.	PS 55 No solution provided.
SO 56 The stormwater quality management system minimises the environmental impact of stormwater on existing natural wetlands and vegetation.	PS 56 No solution provided.
SO 57 The stormwater quality management system optimises the inception, retention and removal of waterborne pollutants prior to discharge to receiving waters.	PS 57 No solution provided.
SO 58 Community benefit is maximised through the retention of natural streams and vegetation.	PS 58 Natural streams and vegetation are retained.
SO 59 Areas constructed as detention basins are adaptable for passive recreation.	PS 59 No solution provided.

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Specific Outcomes for Assessable Development		Proba	ble Solutions		
2.3.5 Road Networks (excludes State-controlled Roads)					
SO 60 The road network has clear structure and component streets conforming to their function in the network.	PS 60 to PS 63 The Residentia	al Streets conform to the	following:-		
SO 61 The road network has clear physical distinctions between each type of street. The distinctions are to be based on function, legibility, convenience, traffic volume, vehicle speeds,	Item	Access Place (1)	Access Street ⁽¹⁾	Collector Street	Trunk Collector Street
public safety and amenity.	Traffic Catchment (maximum)	20 lots	50 lots (2)	300 lots (2)(3)	900 lots (2)
SO 62 The road network accommodates the following primary functions:	Design Speed (maximum)	40km/h	40km/h	40km/h	60km/h 2
(1) access to residences;	Carriageway Width	6m	6m	7.5m	 9m
(2) car parking for visitors:	Verge Width (minimum)	3.5m (5)(6)	3.5m ⁽⁵⁾⁽⁶⁾	3.5m ⁽⁵⁾⁽⁶⁾	5m ⁽⁶⁾
(3) social and activity space:	Reserve Width (minimum)	15m	15m	18m	24m ⁽⁷⁾
 (4) stormwater drainage paths (minor and major storms); (5) public transport on Collector Streets; 	Footpaths/Cycle paths	not required ⁽⁸⁾	where > 40 lots served ⁽⁸⁾	one side ⁽⁸⁾	both sides (8)
(6) utility services location; and	Parking	0.5 space per lot ⁽⁹⁾	0.5 space per lot ⁽⁹⁾	0.5 space per lot ⁽⁹⁾	0.5 space per lot ⁽⁹⁾
(7) setting and approach (streetscape and landscape) for adjoining residences	Grade (min - max)	0.4% - 16% (10)	0.4% - 16% (10)	0.4% - 12% (11)	0.4% - 12% (11)
so is a line road network is sufficient to accommodate adequate verge and carriageway width for the primary functions listed in specific outcomes above.	Notes:- 1. Difference is in subdivision 2. Based on 10 vpd per sing 3. Absolute maximum 350 for 4. Single lane with Council 5. Greater width required to 6. Greater width required with 7. Greater width required at 8. Footpath or cycle paths m 9. A car park is required with 10. 20% absolute maximum g 11. 16% absolute maximum g The Major Roads conform to the	n layout only, not in stree le detached dwelling resi ots. approval, maximum 12 lo verge with water main. nere cycle paths provided intersections. nay be required in accord nin 25m of every resident grade may be permitted u grade may be permitted u grade may be permitted u e following:-	t design. idential lot. ots. ance with network desig ial lot. inder special circumstan under special circumstan	gn. Inces. Inces.	
		Sub-Arterial	Arterial	Major Arterial	Freeway
	Traffic Volume (typical)			as required	as required
	Design Speed (minimum)	80km/h	100km/h	100km/h	100km/h
	Carriageway Lanes	2	4	4 or more	4 or more

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Specific Outcomes for Assessable Development		Pr	obable Solutions			
	Carriageway Width	10m (kerbed) (1)	2 x 8.5m (kerbed) ⁽¹⁾	as required by de	sign as	required by design
	Verge Width (minimum)	7.5m	8.5m	as required by de	sign as	required by design
	Reserve Width (minimum)	25m (2)	40m (2)	as required by de	sign as	required by design
	Footpaths/Cycle paths	both sides (3)	both sides (3)	not required	n	ot required
	Grade (minimum - maximum)	0.4% - 7% (4)	0.4% - 6% (4)	as required by de	sign as	required by design
	 Does not include cyc Greater width requir Cycle paths may be Steeper grades may 	cle lanes. ed at intersections. required in accordance w be permitted under spec	vith network design. sial circumstances.	0		
SO 64 The road network creates convenient vehicular movement for residents between their homes and the Major Road network.	PS 64 The general max is 120 seconds (absolute r	imum travel time in the R naximum 180 seconds).	esidential Street System b	etween any resident	ial lot and a	Major Road
SO 65 The road network has a high degree of "legibility" to road users	PS 65 Carriageway wid Access Places that interse	ths decrease with lower o	order streets. Threshold tre	eatments are provide	d in Access	Streets and
SO 66 The road network provides more than one access route (at all stages of development) for residential areas containing a significant number of residential lots.	PS 66 The residential a residential lots exceeds 10	rrea is served by more th 00 (absolute maximum all	nan one access route to t owed is 150 lots).	he Major Road syste	em when the	e number of
SO 67 Intersections along residential streets are spaced to	PS 67 Intersection spacing (centreline – centreline) along a through road conforms to the following:-					
create safe and convenient vehicle movements.	Intersecting		Through Ro	bad		
	Road Location	Access Street & Collector Street	Trunk Collector Street	Sub- Arterial Road ⁽¹⁾	Arterial Road	Major Arterial Road
	On same side of through road	60m	100m	300m	500m	1000m
	On opposite sides of the through road	40m	60m	300m	500m	1000m
	Notes:- 1. In the case of Sub-Art the following absolute only):	erial Roads, existing land minimum spacings are u	lholdings may require inte used, but all turns access	rsections at lesser sp s may not be permitt	oacing. In si ed (i.e. left	uch cases in/left out
	Intersections on same side	9		100m		

	Probable Solutions		
Intersections on opposite si left-right stagger right-left stagger	ides:- 100m 30m		
PS 68 Bus routes have a minimum road width of 20m and carriageway width of 9.5m. The maximum grade of the broute is 12%.			
PS 69 Wherever practica within the neighbourhood.	PS 69 Wherever practicable pathways are provided to link streets giving direct convenient pedestrian and cyclist access within the neighbourhood.		
PS 70 All new Council of	controlled roads are fully constructed to Council standards.		
PS 71 All Council control	olled frontage roads are constructed to Council standards as follows:-		
Situation	Minimum Construction ⁽¹⁾		
Frontage road	For Access Place and Access Street: full carriageway and verges.		
unconstructed or gravel road only	For Collector Street and Trunk Collector Street: verge adjoining new lots, carriageway (including near side kerb and channel) to a minimum sealed width of 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.		
	For Major Roads: verge adjoining new lots, carriageway (including near side kerb and channel) to a minimum sealed width of 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.		
Frontage road sealed ⁽²⁾ but not constructed to Council's standard	For Access Place and Access Street: reconstruction of full carriageway and verges. For Collector Street and Trunk Collector Street: reconstruction of verge adjoining new lots and carriageway (including near side kerb and channel) to a minimum sealed width of 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the remaining existing works.		
	For Major Roads: verge adjoining new lots and carriageway (including near side kerb and channel) to a minimum sealed width of 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the remaining existing works.		
Frontage road ⁽²⁾ partially constructed to Council's standard	For Access Place and Access Street: construction of all remaining carriageway and verges. For Collector Street and Trunk Collector Street: verge adjoining new lots and carriageway (including near side kerb and channel) to join existing works. In any event the minimum sealed width to be constructed is 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side where necessary. The works match into the existing works.		
	For Major Roads: verge adjoining new lots and carriageway (including near side kerb and channel) to join existing works. In any event, the minimum sealed width is 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side where		
	Intersections on opposite si Intersections on opposite si right-left stagger PS 68 Bus routes have a route is 12%. PS 69 Wherever practica within the neighbourhood. PS 70 All new Council of PS 71 All Council control Situation Frontage road unconstructed or gravel road only Frontage road sealed ⁽²⁾ but not constructed to Council's standard Frontage road ⁽²⁾ partially constructed to Council's standard		

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Specific Outcomes for Assessable Development	Probable Solutions
	Notes:-
	1. Construction includes all associated works (services, streetlighting and linemarking)
	2. Testing of the existing pavement is carried out to confirm whether the existing works meet Council's standards.
SO 72 Sealed and flood free road access during minor storms is available to the <i>site</i> from the nearest Major Road.	PS 72 Sealed and flood free road access during minor storms is available to the <i>site</i> from the nearest Major Road.
SO 73 Access roads to the development remain trafficable during major storm events.	PS 73 Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (100 year ARI) events.
SO 74 Existing street car parking is retained at new road intersections with existing Collector Streets or existing Major Roads.	PS 74 Existing street car parking is retained at new road intersections with existing Collector Streets or existing Major Roads.
SO 75 Vehicular access to existing lots is retained at new road intersections with existing Collector Streets or existing Major Roads.	PS 75 Vehicular access to existing lots is retained at new road intersections with existing Collector Streets or existing Major Roads.
 SO 76 The road network design takes into account:- (1) streetscapes that may be created or already exist; 	PS 76 No solution provided.
(2) protection of topography and vegetation;	
(3) opportunities for views and vistas; and	
 (4) protection of natural drainage and open space systems. (2) 77 Taffin and a standard base of a sta	
so // Traffic generated by a development is within the acceptable environmental capacity (traffic volume) of the roads	PS // The following environmental road capacities (traffic volumes) are not exceeded with the additional traffic from the development:-
and streets.	Street Classification Capacity
	(desirable maximum)
	Access Place 200Vpd
	Access Sileet
	Truck Collector Street
SO 78 Decidential streets do not operate as through traffic	PS 78 The street layout discourages through traffic by the use of speed control and road alignment
routes for externally generated traffic while limiting the length of time local drivers need to spend in a low speed environment.	P3 70 The succertayout discourages through tranic by the use of speed control and road alignment.
SO 79 Residential streets are designed to reduce traffic speeds and volume to acceptable levels with most dwellings fronting streets with low traffic volumes.	PS 79 Ninety percent (90%) of residential lots have a frontage traffic volume of less than 1000vpd. All residential lots have a frontage road maximum design speed of 40km/h.
SO 80 The road network provides for the cost-effective provision of <i>public utilities</i> .	PS 80 The roads accommodate appropriate corridors for all <i>public utilities</i> in accordance with <i>Council's</i> standards.
2.3.6 Utilities	
SO 81 All lots are provided with sewerage, water supply, underground electricity, street lighting and communications services.	PS 81 All lots (including <i>park</i> and community purposes lots) are provided with sewerage, water supply, underground electricity, street lighting and communications services.

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Specific Outcomes for Assessable Development	Probable Solutions
SO 82 Development only occurs in locations where there are adequate services for the desired use.	PS 82 The development has adequate services for the desired use.
SO 83 The provision of <i>public utilities</i> including sewerage, water supply, electricity, street lighting and communications services, is cost effective over their life cycle and incorporate provisions to minimise adverse environmental impact in the short and long-term.	PS 83 The provision of <i>public utilities</i> including sewerage, water supply, electricity, street lighting and communications services conforms to the standards of the relevant service authority.
SO 84 The sewerage transportation system for the proposed development is planned to conform to Council's broad infrastructure plan for the catchment.	PS 84 The sewerage transportation system for the development conforms to Council's broad infrastructure plan for the catchment.
SO 85 The water supply system for the proposed development is planned to conform to <i>Council's</i> broad infrastructure plan for the water supply zone.	PS 85 The water supply system for the development conforms to Council's broad infrastructure plan for the water supply zone.
SO 86 Adequate buffers are provided between utilities and dwellings to protect residential amenity and health.	PS 86 and PS 87 The layout ensures that residents' exposure to electro-magnetic fields (from powerlines >33kV) does not exceed 2mG (ultimate average).
SO 87 Sewerage pump stations are located to provide an adequate buffer to proposed or existing residential lots.	The residential lots are not located closer than 100m (straight line measurement) to an existing or planned future sewerage pump station.
SO 88 Water supply and sewerage networks are accessible, easy to maintain and cost effective based on life cycle costs.	PS 88 Water supply and sewerage networks are accessible for maintenance of equipment. No specific solutions are provided with regard to cost effectiveness.
SO 89 Where <i>Council</i> plans to supply recycled water, the development makes provision for these future recycled water supply systems.	PS 89 An appropriate service corridor is provided for future recycled water supply.
SO 90 Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the Council or other person engaged in the provision of public utility services is carried out prior to the approval of the plan of subdivision.	PS 90 No solution provided.
2.3.7 Pedestrian and Cyclist Networks	
 SO 91 The minor roads and pathway network provides pedestrian and cyclist routes with connections to adjoining minor roads and major roads, open spaces and activity centres. SO 92 The pedestrian network is designed to provide the shortest and most convenient links between each residential precinct and major attractions such as schools, <i>shops</i>, sporting facilities, bus routes (existing and planned) and railway stations. SO 93 Public access is provided to open space areas, rivers and water bodies when necessary to be consistent with and complement existing access arrangements and in accordance to 	PS 91 and PS 92 Pathways are provided between roads to allow safe and convenient access for pedestrians and cyclists. PS 93 No solution provided.
the function of those areas.	

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Specific Outcomes for Assessable Development	Probable Solutions	¤%_v ,,,,
 SO 94 The bikeway network is designed to provide for safe, attractive and convenient movement of cyclists between each residential precinct and major attractions such as schools, <i>shops</i>, sporting facilities, bus routes (existing and planned) and railway stations. SO 95 The pedestrian and cyclist networks are safe, attractive and efficient, running largely along public spaces (streets, park and open space) where a high level of surveillance is possible. 	PS 94 and PS 95 The network accords with Council's Standards and Bikeways Plan.	Viers PineRiversPlan
2.3.8 Public Transport		
 SO 96 The majority of residential lots are within convenient walking distance of an existing or potential bus route. SO 97 The road network provides for potential bus routes including safe convenient stops and, where necessary, bus turnaround areas. SO 98 The street network caters for the extension of existing 	PS 96 and PS 97 Bus routes are incorporated into the development to ensure that 90% of the residential lots are within 400m (straight line measure) of the routes. Bus stops are provided at 400m maximum spacing and integrated with the street and pedestrian network.	
and future public transport routes to provide sufficient services that are convenient and accessible to the community.		СНАР
2.3.9 Park		TER
SO 99 Park and open space is provided for in accordance with <i>Planning Scheme Policy PSP26 Development Contributions for Trunk Infrastructure - Local Community Purposes.</i>	PS 99 No solution provided.	5, PART 2, I
		IVISION 2 - URBAN RESIDENTIAL SUBDIVISION DESIGN CODE

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Division 3 Park Residential Subdivision Design Code

3.1 Overall Outcomes

The overall outcomes are the purpose of this code.

The overall outcomes sought by the Park Residential Subdivision Design Code are the following:

- (1) Lots meet user requirements;
- (2) Lot design and subdivision layout provides land owners or occupiers of the lots with a high degree of safety and amenity;
- (3) Neighbourhoods are safe and attractive;
- (4) Lot design and subdivision layout adequately protects people and the built environment from flooding;
- (5) Lots have adequate *site* drainage to meet user requirements;
- (6) Stormwater runoff from development is properly managed to minimise its impact on land uses downstream and on adjacent properties, the natural and built environment and receiving waters;
- (7) Stormwater management solutions are integrated with other uses and the natural environment;
- (8) Lots have adequate, safe, convenient and structured road access systems;
- (9) Lots have all necessary utility services to meet user requirements provided in a timely, cost effective, coordinated and efficient manner;
- (10) Pedestrian and cyclist networks are safe, convenient and legible;
- (11) The subdivision layout ensures that existing or potential public transport services are accommodated;
- (12) Lot layout reduces the level of fire risk associated with building in areas which are assessed to have a medium to high bushfire hazard; and
- (13) To provide public open space that meets user requirements for outdoor recreational and social activities and for landscaping that contributes to the identity, environmental health and safety of the community.

3.2 Compliance with the Park Residential Subdivision Design Code

Development that is consistent with the specific outcomes in Sections 3.3.1 to 3.3.8 complies with the Park Residential Subdivision Design Code.

3.3 Development Requirements

The development requirements of this code relate to the following elements:-

- (3.3.1) Lot Layout Single Detached Housing
- (3.3.2) Lot Layout Community Titled Residential Development (not subdivision of existing or approved buildings)
- (3.3.3) Stormwater Management
- (3.3.4) Road Networks (excludes State-controlled Roads)
- (3.3.5) Utilities
- (3.3.6) Pedestrian and Cyclist Networks
- (3.3.7) Public Transport
- (3.3.8) Park

Specific Outcomes for Assessable Development	Probable Solutions
3.1 Lot Layout – Single Detached Housing	
 3.1 Lot Layout - Single Detached Housing O1 Residential lots have appropriate area and dimensions r siting and construction of a dwelling and ancillary outbuildings; siting and construction of an on-site sewerage facility in accordance with the relevant standards; the provision of private open space; convenient and safe vehicle access; and on site car parking. 	 PS 1 All residential lots:- (1) contain a certified building area of 40m x 30m minimum dimensions which is 750mm above the 100 year ARI flood level and has maximum slope, before <i>site</i> works, of 1 (V) in 6 (H). The certified building area is setback from the toe of a cut batter or bottom of a bank of a <i>waterway</i> or gully a distance not less than that determined by projecting a line 1(V) in 1(H) from the toe of a cut batter or bottom of a bank of a <i>waterway</i> or gully to the finished ground level or 15m back from the top bank, whichever is the greater; (2) provide for an area for an on-site severage facility (including spare effluent disposal area) in accordance with the relevant standards; (3) have a minimum outdoor private open space area of 2,000m² (clear of the building area, effluent treatment and disposal areas and rear lot accessways) with one area which contains a circle with a minimum diameter of 30m; (4) have one constructed lot access point which has adequate road traffic sight distances; and (5) can accommodate car parking on <i>site</i> for 3 large passenger vehicles. Accessways for rear lots:- (1) have a minimum length of 50m; (3) have a minimum nerat of 6,000m²; (2) contain a certified building area of 40m x 70m; (3) contain a certified building area of 40m x 70m; (4) contain a certified building area of 40m x 30m minimum dimensions which is 750mm above the 100 year ARI flood level and has maximum slope, before <i>site</i> works, of 1 (V) in 6 (H). The certified building area is setback from the toe of a cut batter or bottom of a bank of a <i>waterway</i> or gully to the finished ground level or 15m back from the top bank, whichever is the greater; (4) are constructed building area of 40m x 70m; (5) contain a certified building area of 40m x 70m; (6) contain a certified building area of 40m x 30m minimum dimensions which is 750mm above the 100 year ARI flood level and has ma
	 (3) have a minimum length of 50m; and (4) are constructed and sociol to a minimum width of 3m.

CHAPTER 6, PART 2, DIVISION 3 - PARK RESIDENTIAL SUBDIVISION DESIGN CODE

Specific Outcomes for Assessable Development	Probable Solutions
SO 2 Residential lot shape and dimensions take into account	PS 2 The residential lot shape allows all areas of the land to be easily accessed for maintenance.
user requirements and the <i>site</i> topography.	The dimensions of all residential lots satisfy the following ratio:-
	L²/A < 5
	where
	L = the horizontal distance in metres measured in a straight line between the midpoint of the road frontage, or end of the
	accessway for a rear lot, to the most distant point on the lot boundary; and
SO 2 . Decidential lot read frontages have sufficient width to	A = the area of the lot in square metres.
allow easy and safe access.	of 15m is provided. Rear lots have a minimum frontage of 5m.
SO 4 The layout is integrated with the surrounding	PS 4 Certified building areas are not less than closer than 15m to one another.
environment and complements existing attractive streetscapes	Certified building areas are located in existing cleared <i>sites</i> .
and landscapes.	PS 5 No solution provided
significant vegetation and views.	ros No solution provided.
SO 6 Certified building areas in residential lots are located	PS 6 The certified building areas in residential lots are not located below the ultimate (post development) Q100 flood
outside flood prone land, flood plains, tidal areas and areas below 4	level of natural drainage features including rivers, streams and <i>watercourses</i> .
Stoffin tide levels.	The certified building areas in residential lots are not located below the predicted 100 year storm tide surge level.
on land which is prone to land slip or subsidence.	PS / No solution provided.
SO 8 Residential lots are not subjected to unreasonable noise	PS 8 No solution provided.
impacts.	DC 0 No solution provided
quality impacts.	PS 9 No solution provided.
SO 10 The layout (siting of certified building areas in residential	PS 10 No solution provided.
lots) ensures that residents exposure to electro-magnetic fields from nowerlines (33K)/ and greater) does not exceed 2mG	
(average).	
3.3.2 Lot Layout – Community Titled Residential Devel	opment (not subdivision of existing or approved buildings)
SO 11 Residential lots (excluding common areas) have	PS 11 All residential lots (excluding common areas):-
appropriate area and dimensions for:-	(1) contain a certified building area of 40m x 30m minimum dimensions which is 750mm above the 100 year ARI flood
(1) siting and construction of a dwelling and <i>ancillary</i>	level and has maximum slope, before <i>site</i> works, of 1 (V) in 6 (H). The certified building area is setback from the top of a cut batter or bottom of a bank of a <i>waterway</i> or cully a distance not less than that determined by projecting
(2) siting and construction of an on-site sewerage facility	a line 1(V) in 1(H) from the toe of a cut batter or bottom of a bank of a <i>waterway</i> or gully to the finished ground
(including spare effluent disposal area);	level or 15m back from the top bank, whichever is the greater;
(3) the provision of private open space;	(2) provide for an area for an on-site sewerage facility (including spare effluent disposal area) in accordance with the
(4) convenient and safe vehicle access; and	relevant standards;
(5) on <i>site</i> car parking.	(3) nave a minimum outdoor private open space area of 800m ² (clear of the certified building area and effluent treatment and disposal areas) with one area which contains a circle with a minimum diameter of 20m;

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CHAPTER 6, PART 2, DIVISION 3 - PARK RESIDENTIAL SUBDIVISION DESIGN CODE

Specific Outcomes for Assessable Development	Probable Solutions
	(4) have one constructed access point; and
	(5) can accommodate car parking on <i>site</i> for 2 medium passenger vehicles.
SO 12 Lot shape and dimensions take into account the <i>site</i> topography.	PS 12 The residential lot shape allows all areas of the lots to be easily accessed for maintenance.
SO 13 <i>Site</i> frontage has sufficient width to allow easy and safe access.	PS 13 The <i>site</i> has a minimum road frontage of 25m except for the blind end of a cul de sac where a minimum frontage of 15m is provided. The <i>site</i> access is constructed and has adequate sight distances
SO 14 The <i>site</i> accommodates sufficient car parking to meet average visitor demands.	PS 14 and PS 15 Visitor car parking for each residential lot can be accommodated on the individual lots.
SO 15 Car parking is safe and convenient for residents and visitors.	
SO 16 The communal open space area meets the functional requirements of the user including a range of recreational uses, social activities and landscaping appropriate for the size of the development.	PS 16 No solution provided.
SO 17 The layout is integrated with the surrounding environment and complements existing attractive streetscapes and landscapes.	PS 17 Certified building areas are not less than closer than 15m to one another. Certified building areas are located in existing cleared <i>sites</i> .
SO 18 The lot layout retains special features such as regionally significant vegetation and views.	PS 18 The lot layout retains special features such as regionally significant vegetation and views.
SO 19 Certified building areas in residential lots are located outside flood prone land, flood plains, tidal areas and areas below storm tide levels.	PS 19 The certified building areas in residential lots are not located below the ultimate (post development) Q100 flood level of natural drainage features including rivers, streams and <i>watercourses</i> . The certified building areas in residential lots are not located below the predicted 100 year storm tide surge level.
SO 20 Certified building areas in residential lots are not located on land which is prone to land slip or subsidence.	PS 20 No solution provided.
SO 21 Residential lots are not subjected to unreasonable noise impacts.	PS 21 No solution provided.
SO 22 Residential lots are not subjected to unreasonable air quality impacts.	PS 22 No solution provided.
SO 23 The layout (siting of certified building areas in residential lots) ensures that residents' exposure to electro-magnetic fields from powerlines (33KV and greater) does not exceed 2mG (average).	PS 23 No solution provided.
3.3.3 Stormwater Management	
SO 24 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event.	PS 24 and PS 25 The roads, drainage pathways, drainage features and <i>waterways</i> safely convey the stormwater flows for the 100 year ARI storm event without allowing the flows to encroach upon certified building areas.
SO 25 Overland flow paths conveying stormwater flows for the 100 year ARI storm event (and greater) do not pass through or encroach upon certified building areas.	

Specific Outcomes for Assessable Development		Probable S	Solutions	
SO 26 Stormwater drainage pipes and <i>structures</i> through or within private land are protected by easements in favour of <i>Council</i> with sufficient area for practical access for maintenance.	PS 26 Stormwater drainage in with areas and dimensions confe	nfrastructure through or within orming to Council standards.	private land is protected by eas	sements in favour of <i>Council</i>
SO 27 Stormwater management facilities (except drainage outlets) do not encroach upon riparian areas.	PS 27 No solution provided.			
SO 28 The stormwater quality management system minimises the environmental impact of stormwater on surface and underground receiving water quality.	PS 28 No solution provided.			
SO 29 The stormwater quality management system minimises the environmental impact of stormwater on natural <i>waterway</i> configuration.	PS 29 No solution provided.	0	$\langle \Omega \rangle$	
SO 30 The stormwater quality management system minimises the environmental impact of stormwater on existing natural wetlands and vegetation.	PS 30 No solution provided.			
SO 31 The stormwater quality management system optimises the inception, retention and removal of waterborne pollutants prior to discharge to receiving waters.	PS 31 No solution provided.			
SO 32 Community benefit is maximised through the retention of natural streams and vegetation.	PS 32 Natural streams and ve	'S 32 Natural streams and vegetation are retained.		
SO 33 Areas constructed as detention basins are adaptable for passive recreation.	PS 33 Areas constructed as o	detention basins are adaptable	e for passive recreation.	
3.3.4 Road Networks (excludes State-controlled roads		\cap		
SO 34 The road network has clear structure and component streets conforming with their function in the network.	PS 34 – PS 37 The Residential	Streets conform to the followi	ng:-	
SO 35 The road network has clear physical distinctions	Item	Access Place	Access Street	Collector Street
between each type of street. The distinctions are to be based on function, legibility, convenience, traffic volumes, vehicle speeds,	Traffic Catchment (maximum)	50 lots (1)	100 lots	350 lots (2)
oublic safety and amenity.	Maximum Street Length	900m	1200m ⁽³⁾	1200m ⁽³⁾
O 36 The road network includes adequate verge and	Design Speed (maximum)	45km/h	60km/h	60km/h
arriageway width for the primary functions listed in specific	Carriageway Lanes	2 (4)	2	2
utcomes above.	Carriageway Width	6m	7m	8m
O 37 The road network creates convenient safe movement	Verge Width (minimum)	5m	5m	5m
or residents between their normes and the Major Road hetwork.	Reserve Width (minimum)	20m	20m	25m
	Footpaths/Cycle paths/ Bridle Paths	as required (5)	as required (5)	as required ⁽⁵⁾
	Parking	no provision (6)	no provision (6)	no provision (6)
	Grade (minimum - maximum)	0.4% - 16% (7)	0.4% - 16%	0.4% - 12% (8)
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300m.
Road is 180
5.5m with a
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ral Arterial Road
500m
500m
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CHAPTER 6, PART 2, DIVISION 3 - PARK RESIDENTIAL SUBDIVISION DESIGN CODE

PineRiversPlan

Specific Outcomes for Assessable Development			Probable So	olutions		
	Notes:- 1. Theoretical limit 2. May be increas 3. Maximum street 4. Single lane 3.5 5. As required by 6. Parking bays m 7. 20% absolute m 8. 16% absolute m The Major Roads con	it only as maximum le sed by widening the r et lengths are interder m carriageway with s Council's network p nay be required at cu naximum grade may naximum grade may	ength controls in mos eserve. pendent. Essential cr special Council approv lanning. I-de-sac heads. be permitted under s be permitted under s	t cases. riterion is maximum to val, maximum 12 lots pecial circumstances pecial circumstances	otal travel time of 180 and maximum lengt) seconds h of 300m.
	Item		Sub-Arterial		Arterial	
	Traffic Volume (typica	al)	12,000vpd		30,000vpc	k
	Design Speed (minim	num)	80km/h		100km/h	
	Carriageway Lanes		2		4	
	Reserve Width (minir	num)	26m		40m	
	Maximum Grade		8%		6%	
SO 38 The road network provides more than one access route (at all stages of development) for residential areas containing a significant number of residential lots.	External roads provid minimum shoulder wi PS 38 The resider residential lots excee	ding access to the sidth of 1.2m (both sid oth of 1.2m (both sid ntial area is served b ds 100 (absolute ma	ite from the Major Roes). y more than one acc	bad system have a n ess route to the Maj lots).	ninimum sealed widt	h of 5.5m with a
SO 39 Intersections along residential streets are spaced to	PS 39 Intersection	spacing (centreline -	- centreline) along a	through road conform	ns with the following:	
create safe and convenient vehicle movements.	Intersecting		Throug	h Road		
	Location	Access Street & Collector Street	Urban Sub- Arterial Road ⁽¹⁾	Urban Arterial Road	Rural Sub- Arterial Road ⁽¹⁾	Rural Arterial Road
	On same side of through road	100m	300m	500m	300m	500m
	of the through road	10011	000111	500m	000111	000111
	Notes: 1. In the case of S cases, the follow only):	Sub-Arterial Roads, e ving absolute minimu	existing landholdings Im spacing is used, bu	may require interse ut all turns access ma	ctions at a lesser sp ay not be permitted (i	acing. In such e left in/left out
	Intersections on same	e side			100m	

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Specific Outcomes for Assessable Development		Probable Solutions
	Intersections on opposite sides	8:-
	left-right stagger	100m
	 right-left stagger 	30m
SO 40 All new Council controlled roads are fully constructed to meet user requirements with minimum maintenance costs.	PS 40 All new Council cont	rolled roads are fully constructed to Council Standards.
SO 41 All Council controlled frontage roads are constructed to	PS 41 All Council controlled	d frontage roads are constructed to Council standards as follows:
Council standards.	Situation	Minimum Construction ⁽¹⁾
	Frontage road unconstructed	For Access Place and Access Street: full carriageway and verges.
	or gravel road only	For Collector Street: verge adjoining new lots, carriageway to a minimum sealed width of 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.
		For Major Roads: verge adjoining new lots, carriageway to a minimum sealed width of 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.
	Frontage road sealed ⁽²⁾ but	For Access Place and Access Street: reconstruction of full carriageway and verges.
	not constructed to Council standard	For Collector Street: reconstruction of verge adjoining new lots and carriageway to a minimum sealed width of 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the remaining existing works.
		For Major Roads: verge adjoining new lots and carriageway to a minimum sealed width of 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the remaining existing works.
	Frontage road ⁽²⁾ partially constructed to Council	For Access Place and Access Street: construction of all remaining carriageway and verges.
	standard	For Collector Street: verge adjoining new lots and carriageway to join existing works. In any event the minimum sealed width to be constructed is 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side where necessary. The works match into the existing works.
		For Major Roads: verge adjoining new lots and carriageway to join existing works. In any event the minimum sealed width is 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side where necessary. The works match into the existing works.
	Notes:-	
	1. Construction includes all	associated works (services, streetlighting and linemarking)
Ť	2. Testing of the existing pa	avement is carried out to confirm whether the existing works meet Council standard.
SO 42 Sealed and flood free road access during minor storms	PS 42 Sealed (5.5m min. wi	dth) and flood free road access during minor storms (5 year ARI) is available to the site from
is available to the site from the nearest Major Road.	The nearest Major Road.	development have sufficient longitudinal and cross drainage to remain actely trafficable
during major storm events.	during major storm (100 vear A	ARI) events.
	<u> </u>	

Effective from 15 December 2006

CHAPTER 6, PART 2 - RECONFIGURING A LOT DESIGN CODES CODES

Specific Outcomes for Assessable Development	Probable Solutions		
0 44 The road network design takes into account	PS 44 Road designs incorporate retention of existing significant trees where ever practicable		
streetscapes that may be created or already exist:	Road designs minimise the beights of cut and fill of road formation to less than 2m where ever practicable		
p) protection of topography and vegetation:	w roads are located to minimise the heights of cut and fill of road formation to less than 2m where ever possible		
 and vistas: and 	Road designs minimise the amount of filling and extent of filling in or adjacent existing natural gullies waterways existing		
) opportunities for views and visites, and	public open space areas and proposed public open space areas.		
O 45 Traffic generated by a development is within the cceptable environmental capacity (traffic volume) of the roads	PS 45 The following environmental road capacities (traffic volumes) are not exceeded with the additional traffic from the development:-		
nd streets.	Street Classification Capacity (desirable maximum)		
	Access Place 500vpd Access Street 1000vpd Collector Street 3500vpd		
O 46 Residential Streets do not operate as through traffic butes for externally generated traffic while limiting the length of me local drivers need to spend in a low speed environment.	PS 46 The street layout discourages through traffic by the use of speed control and road alignment.		
0 47 Residential Streets are designed to reduce traffic speeds	PS 47 All residential lots have a frontage road maximum design speeds as follows:-		
nd volumes to acceptable levels.	Street Classification Design Speed (maximum)		
	Access Place 45kph		
	Access Street 60kph		
	Collector Street 60kph		
O 48 The road network provides for the cost-effective rovision of <i>public utilities</i> .	PS 48 The roads accommodate appropriate corridors for all <i>public utilities</i> in accordance with <i>Council</i> standards.		
.3.5 Utilities			
O 49 All lots are provided with water supply, underground lectricity, street lighting and communications services.	PS 49 No solution provided.		
O 50 Development only occurs in locations where there are dequate services for the desired use.	PS 50 The development has adequate services for the desired use.		
O 51 The provision of <i>public utilities</i> including water supply, lectricity, street lighting and communications services, is cost ffective over their life cycle and incorporate provisions to minimise dverse environmental impact in the short and long-term.	PS 51 The provision of <i>public utilities</i> including water supply, electricity, street lighting and communications services conforms with the standards of the relevant service authority.		
O 52 The water supply system for the proposed development planned to conform with <i>Council's</i> broad infrastructure plan for ne water supply zone.	PS 52 The water supply system for the development conforms with Council's broad infrastructure plan for the water supply zone.		
O 53 Adequate buffers are provided between utilities and wellings to protect residential amenity and health.	PS 53 The layout ensures that residents exposure to electro-magnetic fields (from powerlines) does not exceed 2mG (average). The certified building areas are clear of the 2mG (average) electromagnetic fields from powerlines (>33kV).		
O 54 Water supply networks are accessible, easy to maintain	PS 54 Water supply networks are accessible for maintenance of equipment. No specific solutions are provided with regard to cost effectiveness		

Specific Outcomes for Assessable Development	Probable Solutions	
SO 55 Where <i>Council</i> plans to supply recycled water, the development makes provision for these future recycled water supply systems.	PS 55 An appropriate service corridor is provided for future recycled water supply.	
SO 56 Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the <i>Council</i> or other person engaged in the provision of public utility services is carried out prior to the approval of the plan of subdivision.	PS 56 No solution provided.	eRiversPlan
3.3.6 Pedestrian and Cyclist Networks		
SO 57 The minor roads and pathway network provide pedestrian routes with connections to adjoining major roads, open spaces and activity centres.	PS 57 to PS 59 Pathways are provided between roads to allow safe and convenient access for pedestrians and cyclists.	
speed, low volume, routes for cyclists with connections to adjoining minor roads and major roads, open spaces and activity centres.		
SO 59 The pedestrian network is designed to provide the shortest and most convenient links between each residential precinct and major attractions such as schools, <i>shops</i> , sporting facilities and bus routes.		CHAPTER 6, I
SO 60 Public access is provided to open space areas, rivers and water bodies as necessary to be consistent with and complement existing access arrangements and in accordance with the function of those areas.	PS 60 No solution provided.	PART 2, DIVIS
SO 61 The bikeway network is designed to provide for safe, attractive and convenient movement of cyclists between each residential precinct and major attractions such as schools, <i>shops</i> , sporting facilities, bus routes (existing and planned) and railway stations.	PS 61 and PS 62 The bikeway network provides safe, attractive and convenient movement of cyclists between each residential precinct and major attractions such as schools, <i>shops</i> , sporting facilities, bus routes (existing and planned) and railway stations. The network accords with <i>Council's</i> Bikeways Plan.	ION 3 - PARK RES
and efficient, running largely along public spaces (streets, park and open space) where a high level of surveillance is possible.		IDENTIAL
3.3.7 Public Transport		SUB
SO 63 The majority of residential lots are within a reasonable walking distance of an existing or potential bus route.	PS 63 and PS 64 Bus routes are incorporated into the development to ensure that 90% of the residential lots are within 700m (straight line measure) of the routes.	DIVIS
SO 64 The road network provides for potential bus routes including safe convenient stops and, where necessary, bus turnaround areas.		ION DESIG
		V CODE

Specific Outcomes for Assessable Development	Probable Solutions	
C 65 The street network caters for the extension of existing and future public transport routes to provide sufficient services that are convenient and accessible to the community.	PS 65 No solution provided.	
3.3.8 Park		ſ
50 66 Park and open space is provided for in accordance with Planning Scheme Policy PSP26 Development Contributions for Frunk Infrastructure - Local Community Purposes.	PS 66 No solution provided.	
		CHAPTER 6, PAF
		rt 2, division 3 - Park r
		ESIDENTIAL SUBDIVISIC
		on design code

Division 4 Rural Residential Subdivision Design Code

4.1 Overall Outcomes

The overall outcomes are the purpose of this code.

The overall outcomes sought by the Rural Residential Subdivision Design Code are the following:

- (1) Lots meet user requirements;
- (2) Lot design and subdivision layout provides land owners or occupiers of the lots with a high degree of safety and amenity;
- (3) Neighbourhoods are safe and attractive;
- (4) Lot design and subdivision layout adequately protects people and the built environment from flooding;
- (5) Stormwater runoff from development is properly managed to minimise its impact on land uses downstream and on adjacent properties, the natural and built environment and receiving waters;
- (6) Stormwater management solutions are integrated with other uses and the natural environment;
- (7) Lots have adequate, safe, convenient and structured road access systems;
- (8) Lots have all necessary utility services to meet user requirements provided in a timely, cost effective, coordinated and efficient manner;
- (9) Pedestrian and recreational trail networks are safe, convenient and legible;
- (10) The subdivision layout ensures that existing or potential public transport services are accommodated;
- (11) Lot layout reduces the level of fire risk associated with building in areas which are assessed to have a medium to high bushfire hazard; and
- (12) To provide public open space that meets user requirements for outdoor recreational and social activities and for landscaping that contributes to the identity, environmental health and safety of the community.

4.2 Compliance with the Rural Residential Subdivision Design Code

Development that is consistent with the specific outcomes in Sections 4.3.1 to 4.3.8 complies with the Rural Residential Subdivision Design Code.

4.3 Development Requirements

The development requirements of this code relate to the following elements:-

- (4.3.1) Lot Layout single detached housing
- (4.3.2) Lot Layout community titled residential development (not subdivision of existing or approved buildings)
- (4.3.3) Stormwater management
- (4.3.4) Road Networks (excludes State-controlled roads)
- (4.3.5) Utilities
- (4.3.6) Pedestrian, Cyclist and Horse Riding Networks
- (4.3.7) Public Transport
- (4.3.8) Park

Specific Outcomes for Assessable Development	Probable Solutions
I.3.1 Lot Layout – Single Detached Housing	
SO 1 Residential lots have appropriate area and dimensions or:-	 PS 1 All residential lots:- (1) contain a certified building area of 40m x 40m minimum dimensions which is 750mm above the 100 year ARI flood
1) siting and construction of a dwelling and <i>ancillary outbuildings</i> ;	level and has maximum slope, before <i>site</i> works, of 1 (V) in 6 (H). The certified building area is setback from the toe of a cut batter or bottom of a bank of a <i>waterway</i> or gully a distance not less than that determined by projecting a line 1(V) in 1(H) from the top of a cut batter or bottom of a bank of a <i>waterway</i> or gully a distance not less than that determined by projecting a line
 siting and construction of an on-site sewerage facility in accordance with the relevant standards; 	back from the top bank, whichever is the greater;
 the provision of private open space; arouision of a small dam; 	(2) provide for an area for an on-site sewerage facility (including spare effluent disposal area) in accordance with the relevant standards;
 provision of a small dam, convenient and safe vehicle access; and 	(3) have a minimum outdoor private open space area of 1.2ha (clear of the building area, effluent treatment and disposal areas and rear lot accessways) with one area which contains a circle with a minimum diameter of 75m;
3) on <i>site</i> car parking.	(4) have a <i>site</i> which is suitable for construction of a small dam, 900m ² in surface area;
	(5) have one constructed lot access point which has adequate road traffic sight distances; and
	(6) can accommodate car parking on <i>site</i> for 3 large passenger vehicles.
	Accessways for rear lots:-
	(1) have a minimum width of 10m;
	(2) have a maximum length of 300m;
	(3) have a minimum length of 50m; and
	(4) are constructed and sealed to a minimum width of 3m.
D2 Residential lot shape and dimensions take into account	PS 2 The residential lot shape allows all areas of the land to be easily accessed for maintenance.
er requirements and the site topography.	The dimensions of all residential lots satisfy the following ratio:-
	L²/A < 5
	where
	L = the horizontal distance in metres measured in a straight line between the midpoint of the road frontage, or end of the accessway for a rear lot, to the most distant point on the lot boundary; and
	A = the area of the lot in square metres.
D 3 Residential lot road frontages have sufficient width to low easy and safe access.	PS 3 All lots have a minimum road frontage of 50m except for the blind end of a cul de sac where a minimum frontage of 20m is provided. Rear lots have a minimum frontage of 10m.
D 4 The layout is integrated with the surrounding	PS 4 Certified building areas are not less than closer than 30m to one another.
ad landscapes	Certified building areas are located in existing cleared <i>sites</i> .
0 5 The lot layout retains special features such as regionally gnificant vegetation and views.	PS 5 No solution provided.
D 6 Certified building areas in residential lots are located utside flood prone land, flood plains, tidal areas and areas below	PS 6 The certified building areas in residential lots are not located below the ultimate (post development) Q100 flood level of natural drainage features including rivers, streams and <i>watercourses</i> .
torm tide levels.	The certified building areas in residential lots are not located below the predicted 100 year storm tide surge level.

Specific Outcomes for Assessable Development	Probable Solutions
O 7 Certified building areas in residential lots are not located n land which is prone to land slip or subsidence.	PS 7 No solution provided.
50 8 Residential lots are not subjected to unreasonable noise mpacts.	PS 8 No solution provided.
50 9 Residential lots are not subjected to unreasonable air guality impacts.	PS 9 No solution provided.
SO 10 The layout (siting of certified building areas in residential ots) ensures that residents exposure to electro-magnetic fields from powerlines (33KV and greater) does not exceed 2mG.	PS 10 No solution provided.
4.3.2 Lot Layout – Community Titled Residential Develo	pment (not subdivision of existing or approved buildings)
 SO 11 Residential lots have appropriate area and dimensions for: (1) siting and construction of a dwelling and <i>ancillary outbuildings</i>; (2) siting and construction of an on-site sewerage facility (including spare effluent disposal area); 	 PS 11 All residential lots: (1) contain a certified building area of 40m x 40m minimum dimensions which is 750mm above the 100 year ARI flood level and has maximum slope, before <i>site</i> works, of 1 (V) in 6 (H). The certified building area is setback from the toe of a cut batter or bottom of a bank of a <i>waterway</i> or gully a distance not less than that determined by projecting a line 1(V) in 1(H) from the toe of a cut batter or bottom of a bank of a <i>waterway</i> or gully to the finished ground level or 15m back from the top bank, whichever is the greater;
 3) the provision of private open space; 4) the provision of a small dam within the development; 5) convenient and safe vehicle access; and 6) on <i>site</i> car parking. 	 (2) provide for an area for an on-site sewerage facility (including spare effluent disposal area) in accordance with the relevant standards; (3) have access to a small dam or dams with a combined surface area of 900m² per residential lot; (4) have a minimum outdoor private open space area of 2,000m² (clear of the certified building area and effluent treatment and disposal areas) with one area which contains a circle with a minimum diameter of 30m and not being part of the common property ;
X	(5) have one constructed access point to the development; and
20.42 Lat always and dimensions take into account the site	(6) can accommodate car parking on each <i>site</i> for 2 medium passenger vehicles.
opography.	PS 12 The residential for shape allows all areas of the lots to be easily accessed for maintenance.
SO 13 Site frontage has sufficient width to allow easy and safe	PS 13 The <i>site</i> has a minimum road frontage of 25m.
SO 14 The <i>site</i> accommodates sufficient car parking to meet average visitor demands.	PS 14 and PS 15 Visitor car parking for each residential lot can be accommodated on the individual lots.
visitors.	
SO 16 The communal open space area meets the functional requirements of the user including a range of recreational uses, social activities and landscaping appropriate for the size of the development.	PS 16 No solution provided.
SO 17 The layout is integrated with the surrounding environment, complement existing attractive streetscapes and andscapes	PS 17 Certified building areas are not less than closer than 15m to one another. Certified building areas are located in existing cleared <i>sites</i> .

CHAPTER 6, PART 2 - RECONFIGURING A LOT DESIGN CODES CODES

Effective from 15 December 2006

Specific Outcomes for Assessable Development Probable Solutions S0 18 The lot layout retains special features such as regionally significant vegetation and views. S0 19 Certified building areas in residential lots are located building areas in residential lots are not located below the utilimate (post development) Q100 fc level for the are for a subjected to unreasonable noise on land which is prone to land slip or subsidence. PS 19 The certified building areas in residential lots are not subjected to unreasonable noise matching areas in residential lots are not subjected to unreasonable noise of sign areas in residential lots are not subjected to unreasonable ariguity impacts. PS 21 No solution provided. S0 24 Residential lots are not subjected to unreasonable ariguity impacts. PS 21 No solution provided. S0 24 The log gravity of certified building areas in residential lots are not subjected to unreasonable ariguity impacts. PS 23 No solution provided. S0 24 The log gravity of safety provide digraves in tresident safety on safety provide digraves and safety provided. PS 24 No solution provided. S0 24 The log gravity of safety provide digraves in the capacity to safety provide digraves and graves to electric digraves to the safet digrave provide digraves. PS 26 Stormwater drainage features and waterways drainage features and waterways safety convey the stormwater floo for the 100 year ARI storm event (mating graves digraves) digraves. PS 27 <th></th> <th>·</th>		·
SQ 18 The lot layout retains special features such as regionally significant vegetation and views. SQ 19 Cartified building areas in residential lots are not coate below the utimate (post development) Q100 fic evel of natural drainage features in residential lots are not located below the utimate (post development) Q100 fic evel of natural drainage features in caldential lots are not located below the utimate (post development) Q100 fic evel of natural drainage features including rivers, streams and watercourses. SQ 20 Cartified building areas in residential lots are not located below the predicted 100 year storm tide surge level. SQ 20 Cartified building areas in residential lots are not subjected to unreasonable noise impacts. SQ 21 Residential lots are not subjected to unreasonable noise quality impacts. SQ 23 The layout (stiling of certified building areas in residential lots are not subjected to unreasonable noise quality impacts. SQ 24 The layout (stiling of certified building areas in residential lots are not subjected to unreasonable noise convey stormwater flows for the 100 year ARI storm event. SQ 25 Stormwater Management SQ 26 Stormwater fundang for lot aprestive subjected to unreasonable noise convey stormwater flows for the 100 year ARI storm event without allowing the flows to encroach upon certified building areas. SQ 26 Stormwater drainage pipes and structures through or mutal flows for the 100 year ARI storm event without allowing the flows to encroach upon certified building areas.	Specific Outcomes for Assessable Development	Probable Solutions
SO 19 Certified building areas in residential lots are not located below the ultimate (post development) Q100 ft. outside food prone land, flood plains, tidal areas and areas below Fee torffied building areas in residential lots are not located below the predicted 100 year storm tide surge level. SO 20 Certified building areas in residential lots are not located below the predicted 100 year storm tide surge level. SO 21 Residential lots are not subjected to unreasonable noise impacts. PS 21 No solution provided. SO 23 Residential lots are not subjected to unreasonable air quality impacts. PS 22 No solution provided. SO 24 The major drainage system has the capacity to safely convey to electro-magnetic fields from powerline (33KV and greater) doe not eas strough or within private land are protected by easements in favour of Council with sufficient area for practical access for maintemance. PS 25 No solution provided. SO 25 Softmad fue paths to mevent (and greater) do not pass through or within private land are protected by easements in favour of Council with sufficient area for practical access for maintemance. PS 26 Softmwater drainage pipes and structures through or within private land is protected by easements in favour of Council with sufficient area for practical access for maintemance. PS 26 No solution provided. SO 25 Softmad the influe access of maintemance. PS 26 Stormwater drainage pipes and structures through or within private land is protected	SO 18 The lot layout retains special features such as regionally significant vegetation and views.	PS 18 The lot layout retains special features such as regionally significant vegetation and views.
SO 20 Certified building areas in residential lots are not located on land which is prone to land slip or subsidence. PS 20 No solution provided. SO 21 Residential lots are not subjected to unreasonable noise impacts. PS 21 No solution provided. SO 22 Residential lots are not subjected to unreasonable noise impacts. PS 22 No solution provided. SO 23 The layout (siting of certified building areas in residential lots are not subjected to unreasonable noise is that residents exposure to electro-magnetic fields from powerlines (33KV and greater) does not exceed 2mG. PS 23 No solution provided. SO 24 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event. PS 24 and PS 25 The roads, drainage pathways, drainage features and waterways safely convey the stormwater flor for the 100 year ARI storm event. SO 25 Overland flow paths conveying stormwater flows for the 100 year ARI storm event. PS 26 Stormwater drainage peathways. drainage features and waterways safely convey the stormwater flor for the 100 year ARI storm event without allowing the flows to encroach upon certified building areas. SO 26 Stormwater drainage peatinges and structures through or within private land are protected by easements in favour of Cound with in private land are protected by easements in favour of Cound within private land are protected by easements in favour of Cound within private land are protected by easements in favour of Cound within private land are protected by easements in favour of Cound within private land are protected by easements in favour of Cound within private land are protected by easements in favour of Cound within private land are protected by easeme	SO 19 Certified building areas in residential lots are located outside flood prone land, flood plains, tidal areas and areas below storm tide levels.	PS 19 The certified building areas in residential lots are not located below the ultimate (post development) Q100 flood level of natural drainage features including rivers, streams and <i>watercourses</i> . The certified building areas in residential lots are not located below the predicted 100 year storm tide surge level.
SO 21 Residential lots are not subjected to unreasonable noise impacts. PS 21 No solution provided. SO 22 Residential lots are not subjected to unreasonable air quality impacts. PS 22 No solution provided. SO 23 The layout (sting of certified building areas in residential lots) ensures that residents exposure to electro-magnetic fields from powerlines (33KV and greater) does not exceed 2mC. PS 23 No solution provided. 4.3.3 Stormwater Management SSO 24 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event. PS 25 The roads, drainage pathways, drainage features and waterways safely convey the stormwater flo for the 100 year ARI storm event without allowing the flows to encroach upon certified building areas. SO 26 Stormwater drainage pipes and structures through or encroach upon certified building areas. PS 26 Stormwater drainage infrastructure through or within private land is protected by easements in favour of Council with sufficient area for practical access for maintenance. PS 26 Stormwater drainage infrastructure through or within private land is protected by easements in favour of Council with sufficient area for practical access for maintenance. PS 27 No solution provided. SO 27 Stormwater quality management system minimises the environmental impact of stormwater on sufface and underground receiving water quality. PS 28 No solution provided. SO 29 The	SO 20 Certified building areas in residential lots are not located on land which is prone to land slip or subsidence.	PS 20 No solution provided.
S0 22 Residential lots are not subjected to unreasonable air quality impacts. PS 22 No solution provided. S0 23 The layout (siting of certified building areas in residential lots) ensures that residents exposure to electro-magnetic fields from powerlines (33KV and greater) does not exceed 2mG. PS 23 No solution provided. 4.3.3 Stormwater Management SO 24 The major drainage system has the capacity to safety convey stormwater flows for the 100 year ARI storm event. PS 25 The roads, drainage pathways, drainage features and waterways safely convey the stormwater flow for the 100 year ARI storm event. SO 25 Overland flow paths conveying stormwater flows for the 100 year ARI storm event without allowing the flows to encroach upon certified building areas. PS 26 Stormwater drainage pipes and structures through or within private land are protected by easements in favour of Council with sufficient area for practical access for maintenance. PS 27 No solution provided. SO 28 The stormwater quality management system minimises the environmental impact of stormwater on surface and underground receiving water quality. PS 27 No solution provided. SO 29 The stormwater quality management system minimises the environmental impact of stormwater on atural waterway configuration. PS 27 No solution provided. SO 29 The stormwater quality management system minimises the environmental impact of stormwater on existing natural waterway configuration. PS 2	SO 21 Residential lots are not subjected to unreasonable noise impacts.	PS 21 No solution provided.
S0 23 The layout (sting of certified building areas in residential lobs) ensures that residents exposure to electro-magnetic fields from powerlines (33KV and greater) does not exceed 2mG. PS 23 No solution provided. 4.3.3 Stormwater Management S0 24 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event. PS 24 and PS 25 The roads, drainage pathways, drainage features and waterways safely convey the stormwater flow for the 100 year ARI storm event (and greater) do not pass through or encroach upon certified building areas. PS 26 Stormwater drainage pipes and structures through or within private land are protected by easements in favour of Council with areas and dimensions conforming to Council Standards. S0 26 Stormwater management facilities (except drainage outlets) do not encroach upon iteratina reas. PS 27 No solution provided. S0 28 The stormwater quality management system minimises the environmental impact of stormwater on autral waterway configuration. PS 29 No solution provided. S0 29 The stormwater quality management system minimises the environmental impact of stormwater on existing nature PS 29 No solution provided. S0 29 The stormwater quality management system minimises the environmental impact of stormwater on existing nature PS 20 No solution provided.	SO 22 Residential lots are not subjected to unreasonable air quality impacts.	PS 22 No solution provided.
4.3.3 Stormwater Management SO 24 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event. PS 24 and PS 25 The roads, drainage pathways, drainage features and waterways safely convey the stormwater flow for the 100 year ARI storm event. SO 25 Overland flow paths conveying stormwater flows for the 100 year ARI storm event (and greater) do not pass through or encroach upon certified building areas. PS 26 Stormwater drainage infrastructure through or within private land are protected by easements in favour of Council with sufficient area for practical access for maintenance. PS 26 Stormwater drainage infrastructure through or within private land is protected by easements in favour of Council with areas and dimensions conforming to Council Standards. SO 27 Stormwater management facilities (except drainage outlets) do not encroach upon riparian areas. PS 27 No solution provided. SO 28 The stormwater quality management system minimises the environmental impact of stormwater on surface and underground receiving water quality management system minimises the environmental impact of stormwater on existing natural waterways configuration. PS 29 No solution provided. SO 30 The stormwater quality management system minimises the environmental impact of stormwater on existing natural waterways PS 30 No solution provided.	SO 23 The layout (siting of certified building areas in residential lots) ensures that residents exposure to electro-magnetic fields from powerlines (33KV and greater) does not exceed 2mG.	PS 23 No solution provided.
S0 24 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event. PS 24 and PS 25 The roads, drainage pathways, drainage features and waterways safely convey the stormwater flow for the 100 year ARI storm event. S0 25 Overland flow paths conveying stormwater flows for the 100 year ARI storm event (and greater) do not pass through or encroach upon certified building areas. PS 26 Stormwater drainage pipes and structures through or within private land are protected by easements in favour of Council with sufficient area for practical access for maintenance. PS 26 Stormwater drainage infrastructure through or within private land is protected by easements in favour of Council with areas and dimensions conforming to Council Standards. S0 27 Stormwater management facilities (except drainage outpersond) on or sufface and underground receiving water quality management system minimises the environmental impact of stormwater on sufface and underground receiving water quality management system minimises the environmental impact of stormwater on existing natural waterway PS 29 No solution provided. S0 30 The stormwater quality management system minimises the environmental impact of stormwater on existing natural waterway PS 30 No solution provided.	4.3.3 Stormwater Management	
SO 26 Stormwater drainage pipes and structures through or within private land are protected by easements in favour of Council with sufficient area for practical access for maintenance. PS 26 Stormwater drainage infrastructure through or within private land is protected by easements in favour of Council with areas and dimensions conforming to Council Standards. SO 27 Stormwater management facilities (except drainage outlets) do not encroach upon riparian areas. PS 27 No solution provided. SO 28 The stormwater quality management system minimises the environmental impact of stormwater on surface and underground receiving water quality. PS 29 No solution provided. SO 30 The stormwater quality management system minimises the environmental impact of stormwater on existing natural waterway configuration. PS 30 No solution provided. SO 30 The stormwater quality management system minimises the environmental impact of stormwater on existing natural PS 30 No solution provided.	 SO 24 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event. SO 25 Overland flow paths conveying stormwater flows for the 100 year ARI storm event (and greater) do not pass through or encroach upon certified building areas. 	PS 24 and PS 25 The roads, drainage pathways, drainage features and <i>waterways</i> safely convey the stormwater flows for the 100 year ARI storm event without allowing the flows to encroach upon certified building areas.
SO 27Stormwater management facilities (except drainage outlets) do not encroach upon riparian areas.PS 27No solution provided.SO 28The stormwater quality management system minimises the environmental impact of stormwater on surface and underground receiving water quality.PS 28No solution provided.SO 29The stormwater quality management system minimises the environmental impact of stormwater on natural waterway configuration.PS 29No solution provided.SO 30The stormwater quality management system minimises the environmental impact of stormwater on existing natural waterwayPS 30No solution provided.	SO 26 Stormwater drainage pipes and <i>structures</i> through or within private land are protected by easements in favour of <i>Council</i> with sufficient area for practical access for maintenance.	PS 26 Stormwater drainage infrastructure through or within private land is protected by easements in favour of Council with areas and dimensions conforming to Council Standards.
SO 28The stormwater quality management system minimises the environmental impact of stormwater on surface and underground receiving water quality.PS 28No solution provided.SO 29The stormwater quality management system minimises the environmental impact of stormwater on natural waterway configuration.PS 29No solution provided.SO 30The stormwater quality management system minimises the environmental impact of stormwater on existing natural waterwayPS 30No solution provided.SO 30The stormwater quality management system minimises the environmental impact of stormwater on existing natural waterwayPS 30No solution provided.	SO 27 Stormwater management facilities (except drainage outlets) do not encroach upon riparian areas.	PS 27 No solution provided.
SO 29 The stormwater quality management system minimises the environmental impact of stormwater on natural waterway configuration. PS 29 No solution provided. SO 30 The stormwater quality management system minimises the environmental impact of stormwater on existing natural waterway environmental impact of stormwater on existing natural waterway in the environmental impact of stormwater on existing natural waterway is a solution provided. PS 30 No solution provided.	SO 28 The stormwater quality management system minimises the environmental impact of stormwater on surface and underground receiving water quality.	PS 28 No solution provided.
SO 30 The stormwater quality management system minimises the environmental impact of stormwater on existing natural wortlands and vogetation	SO 29 The stormwater quality management system minimises the environmental impact of stormwater on natural <i>waterway</i> configuration.	PS 29 No solution provided.
	SO 30 The stormwater quality management system minimises the environmental impact of stormwater on existing natural wetlands and vegetation.	PS 30 No solution provided.
SO 31 The stormwater quality management system optimises the inception, retention and removal of waterborne pollutants prior to discharge to receiving waters.	SO 31 The stormwater quality management system optimises the inception, retention and removal of waterborne pollutants prior to discharge to receiving waters.	PS 31 No solution provided.
SO 32 Community benefit is maximised through the retention of natural streams and vegetation. PS 32 Natural streams and vegetation are retained.	SO 32 Community benefit is maximised through the retention of natural streams and vegetation.	PS 32 Natural streams and vegetation are retained.

Effective from 15 December 2006

Specific Outcomes for Assessable Development		Probable So	lutions	
SO 33 Areas constructed as detention basins are adaptable for passive recreation.	PS 33 No solution provided.			
4.3.4 Road Networks (excludes State-controlled Roads)				
SO 34 The road network has a clear structure and component	PS 34 to PS 37 The Resident	ial Streets conform to the following	j:	
Sueets conforming with their function in the network.	Item	Access Place	Access Street	Collector Street
between each type of street. The distinctions are to be based on function, legibility, convenience, traffic volumes, vehicle speeds	Traffic Catchment (maximum)	50 lots (1)	100 lots	350 lots (2)
public safety and amenity.	Maximum Street Length	900m	1200m ⁽³⁾	1200m (3)
SO 36 The road network accommodates the following primary	Design Speed (maximum)	45km/h	60km/h	60km/h
functions:-	Carriageway Lanes	2 (4)	2	2
(1) access to residences;	Carriageway Width	6m	/m	8m
public transport on Collector Streets;	Verge vvidtn (minimum)	5m	5m 20m	5M 25m
(3) utility services location; and	Reserve Width (minimum)	20m	20M	
(4) setting and approach (streetscape & landscape) for adjoining	Bridle Paths	as required (5)	as required (%)	
SO 37 The road network includes adequate verge and	Parking	no provision (6)	no provision ⁽⁶⁾	no provision (6)
carriageway width for the primary functions listed in specific	Grade (minimum - maximum)	0.4% - 16% (7)	0.4% - 16%	0.4% - 12% (8)
	 Theoretical limit only as 1 Theoretical limit only as 1 May be increased by wid Maximum street lengths Single lane 3.5m carriag As required by Council's Parking bays may be red 20% absolute maximum 16% absolute maximum The Major Roads conform to the 	maximum length controls in most lening the reserve. are interdependent. Essential crit eway with special Council approv s network planning. guired at cul-de-sac heads. grade may be permitted under sp grade may be permitted under sp ne following:-	cases. rerion is maximum total travel ral, maximum 12 lots and max ecial circumstances. ecial circumstances.	time of 180 seconds cimum length of 300m.
		Sub-Arterial		Arterial
	Traffic Volume (typical)	12,000vpd		30,000vpd
	Design Speed (minimum)	80km/h		100km/h
	Carriageway Lanes	2		4
	Reserve Width (minimum)	26m		40m
	Maximum Grade (1)	8%		6%

CHAPTER 6, PART 2 - RECONFIGURING A LOT DESIGN CODES CODES

Effective from 15 December 2006



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Specific Outcomes for Assessable Development			Probable S	Solutions		
SO 39 The road network provides more than one access route (at all stages of development) for residential areas containing a significant number of residential lots.	PS 39 The resider residential lots exce	ential area is served eeds 100 (absolute ma	by more than one ac aximum allowed is 15	ccess route to the M 50 lots).	ajor Road system wh	en the number of
SO 40 Intersections along residential streets are spaced to	PS 40 Intersection	on spacing (centreline	- centreline) along a	a through road confor	ms with the following:	-
	Intersecting			Through Road		
	Road	Access Street &	Urban Sub-	Urban Arterial	Rural Sub-	Rural Arterial
	Location	Collector Street	Arterial Road ⁽¹⁾	Road	Arterial Road ⁽¹⁾	Road
	On same side of	100m	300m	500m	300m	500m
	On opposite sides	100m	300m	500m	300m	500m
	of the through	Toom	300111	30011	50011	500111
	road					
	Notes:-					
	 In the case of cases, the follo only):- 	f Sub-Arterial Roads, owing absolute minim	existing landholding um spacing is used, b	s may require inters out all turns access m	ections at a lesser sp ay not be permitted (i.	bacing. In such e. left in/left out
	Intersections on sar	me side			100m	
	Intersections on op	posite sides:-				
	left-right stagge	er			100m	
	right-left stagge	er			30m	
SO 41 All new <i>Council</i> controlled roads are fully constructed to meet user requirements with minimum maintenance costs.	PS 41 All new C	ouncil controlled road	is are fully constructe	ed to Council Stands	ards.	
SO 42 All Council controlled frontage roads are constructed to Council standards.	PS 42 All Counc	cil controlled frontage	roads are constructe	d to Council standa	rds as follows:-	
	Situatio	n		Minimum Constr	uction ⁽¹⁾	
	Frontage road unco	onstructed For Ac	For Access Place and Access Street: full carriageway and verges.			
	or gravel road only	For Co	For Collector Street: verge adjoining new lots, carriageway to a minimum sealed width			
		of 6m opposi	plus 1.5m wide (full o te side.	depth pavement) gra	vel shoulder and tabl	e drainage to the
		For Ma	ajor Roads: verge ad	djoining new lots, ca	rriageway to a minim	num sealed width
	\cap	of 7m opposi	plus 1.5m wide (full o te side.	depth pavement) gra	vel shoulder and tabl	e drainage to the

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Specific Outcomes for Assessable Development		Probable Solutions
	Frontage road sealed (2) but	For Access Place and Access Street: reconstruction of full carriageway and verges.
	not constructed to Council standard	For Collector Street: reconstruction of verge adjoining new lots and carriageway to a minimum sealed width of 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the remaining existing works.
		of 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the remaining existing works.
	Frontage road ⁽²⁾ partially constructed to Council	For Access Place and Access Street: construction of all remaining carriageway and verges.
	standard	For Collector Street: verge adjoining new lots and carriageway to join existing works. In any event the minimum sealed width to be constructed is 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side where necessary. The works match into the existing works.
		For Major Roads: verge adjoining new lots and carriageway to join existing works. In any event the minimum sealed width is 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side where necessary. The works match into the existing works.
	Notes:-	
	1. Construction includes all as	ssociated works (services, streetlighting and linemarking)
	2. Testing of the existing pave	ment is carried out to confirm whether the existing works meet Council standard.
SO 43 Sealed and flood free road access during minor storms is available to the <i>site</i> from the nearest Major Road.	PS 43 Sealed (5.5m min. width the nearest Major Road.	n) and flood free road access during minor storms (5 year ARI) is available to the <i>site</i> from
SO 44 Access roads to the development remain trafficable during major storm events.	PS 44 Access roads to the de during major storm (100 year ARI	evelopment have sufficient longitudinal and cross drainage to remain safely trafficable) events
SO 45 The road network design takes into account::-	PS 45 Road designs incorpora	te retention of existing significant trees where ever practicable.
(1) streetscapes that may be created or already exist;	Road designs minimise the heigh	ts of cut and fill of road formation to less than 2m where ever practicable.
(2) protection of topography and vegetation;	New roads are located to minimis	e the heights of cut and fill of road formation to less than 2m.
(3) opportunities for views and vistas; and	Road designs minimise the amou	nt of filling and extent of filling in or adjacent existing natural gullies, <i>waterways</i> , existing
(4) protection of natural drainage and open space systems.	public open space areas and prop	posed public open space areas.
SO 46 Traffic generated by a development is within the acceptable environmental capacity (traffic volume) of the roads	PS 46 The following environme development:-	ental road capacities (traffic volumes) are not exceeded with the additional traffic from the
and streets.	Street Classification	Capacity (desirable maximum)
	Access Place	500 vpd
	Access Street	1000 vpd
	Collector Street	3500 vpd
	*	

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Specific Outcomes for Assessable Development	Probable Solutions
SO 47 Residential Streets do not operate as through traffic routes for externally generated traffic while limiting the length of time local drivers need to spend in a low speed environment.	PS 47 The street layout discourages through traffic by the use of speed control and road alignment.
SO 48 Residential Streets are designed to reduce traffic speeds	PS 48 All residential lots have a frontage road maximum design speeds as follows:-
and volumes to acceptable levels.	Street Classification Design Speed (maximum)
	Access Place 45kph Access Street 60kph
SO 49 The road network provides for the cost-effective provision of <i>public utilities</i> .	PS 49 The roads accommodate appropriate corridors for all <i>public utilities</i> in accordance with <i>Council</i> standards.
4.3.5 Utilities	
SO 50 All lots are provided with electricity, street lighting and communications services.	PS 50 No solution provided.
SO 51 Development only occurs in locations where there are adequate services for the desired use.	PS 51 The development has adequate services for the desired use.
SO 52 The provision of <i>public utilities</i> including electricity, street lighting and communications services, is cost effective over their life cycle and incorporate provisions to minimise adverse environmental impact in the short and long-term.	PS 52 The provision of <i>public utilities</i> including electricity, street lighting and communications services conforms with the standards of the relevant service authority.
SO 53 Adequate buffers are provided between utilities and dwellings to protect residential amenity and health.	PS 53 The layout ensures that residents' exposure to electro-magnetic fields (from powerlines) does not exceed 2mG (average). The certified building areas are clear of the 2mG (average) electromagnetic fields from powerlines (>33kV).
SO 54 Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the <i>Council</i> or other person engaged in the provision of public utility services is carried out prior to the approval of the plan of subdivision.	PS 54 No solution provided.
4.3.6 Pedestrian, Cyclist and Horse Riding Networks	
SO 55 The minor roads and pathway network provide pedestrian and horse riding routes with connections to adjoining major roads, open spaces and activity centres.	PS 55 to PS 57 Pathways are provided between roads to allow safe and convenient access for pedestrians, cyclists and horse riders.
SO 56 The minor roads and pathway network provide low speed, low volume, routes for cyclists and horse riding with connections to adjoining minor roads and major roads, open spaces and activity centres.	
SO 57 The pedestrian network is designed to provide the shortest and most convenient links between each residential precinct and major attractions such as schools, <i>shops</i> , sporting facilities and bus routes.	
Specific Outcomes for Assessable Development	
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SO 58 Public access is provided to open space areas, rivers and water bodies as necessary to be consistent with and complement existing access arrangements and in accordance with the function of those areas. PS 58 No solution provided.	
SO 59 The bikeway and recreational trail network is designed to provide for safe, attractive and convenient movement of cyclists and horse riders between each residential precinct and major attractions such as schools, <i>shops</i> , sporting facilities, bus routes (existing and planned) and railway stations.	yclists between ig and planned)
4.3.7 Public Transport	
SO 60 The road network provides for potential bus routes including safe convenient stops and, where necessary, bus turnaround areas. PS 60 Bus routes are incorporated into the development to ensure that 90% of the residential lots are (straight line measure) of the routes.	re within 700m
SO 61 The street network caters for the extension of existing and future public transport routes to provide sufficient services that are convenient and accessible to the community.	
4.3.8 Park	CHAP
SO 62Park and open space is provided for in accordance with Planning Scheme Policy PSP26 Development Contributions for Trunk Infrastructure - Local Community Purposes.PS 62No solution provided.	TER 6, PAI
	2, DIVISION 4 - RURAL RESIDENTIAL SUBDIVISION DESIGN COI

Division 5 Industrial Subdivision Design Code

5.1 Overall Outcome

The overall outcomes are the purpose of this code.

The overall outcomes sought by the Industrial Subdivision Design Code are the following:

- (1) Lots meet user requirements;
- (2) Lot design and subdivision layout provides land owners or occupiers of the lots with a high degree of safety and amenity;
- (3) Neighbourhoods are safe and attractive;
- (4) Lot design and subdivision layout adequately protects people and the built environment from flooding;
- (5) Lots have adequate *site* drainage to meet user requirements;
- (6) Stormwater runoff from development is properly managed to minimise its impact on land uses downstream and on adjacent properties, the natural and built environment and receiving waters;
- (7) Stormwater management solutions are integrated with other uses and the natural environment;
- (8) Lots have adequate, safe, convenient and structured road access systems;
- (9) Lots have all necessary utility services to meet user requirements provided in a timely, cost effective, coordinated and efficient manner;
- (10) Pedestrian and cyclist networks are safe, convenient and legible;
- (11) The subdivision layout ensures that existing or potential public transport services are accommodated;
- (12) Lot layout reduces the level of fire risk associated with building in areas which are assessed to have a medium to high bushfire hazard; and
- (13) To provide public open space that meets user requirements for outdoor recreational and social activities and for landscaping that contributes to the identity, environmental health and safety of the community.

5.2 Compliance with the Industrial Subdivision Design Code

Development that is consistent with the specific outcomes in Sections 5.3.1 to 5.3.7 complies with the Industrial Subdivision Design Code.

5.3 Development Requirements

The development requirements of this code relate to the following elements:-

- (5.3.1) Lot Layout
- (5.3.2) Stormwater Management
- (5.3.3) Road Networks (excludes State-controlled Roads)
- (5.3.4) Utilities
- (5.3.5) Pedestrian and Cyclist Networks
- (5.3.6) Public Transport
- (5.3.7) Park

Specific Outcomes for Assessable Development	Probable Solutions			
5.3.1 Lot Layout				
 SO 1 Industrial lots have appropriate area and dimensions to accommodate:- (1) siting and construction of industrial buildings; (2) outdoor storage areas; 	PS 1 All industrial lots (All industrial lots (except co All industrial lots are regula Industrial lots have the follc	 All industrial lots (except corner lots) fronting Minor Roads have a minimum area of 2,500m². All industrial lots (except corner lots) fronting Major Roads have a minimum area of 5,000m². All industrial lots are regular in shape. Industrial lots have the following road frontage:- 		
(3) convenient and safe access;	Location Minimum Frontage			Minimum Frontage
(4) on-site car parking;(5) service vehicle access and manoeuvring; and	Industrial lots up to 2,999m ² in area - all locations except lots at the head of a cul de sac 75m & lots on the outside corner of a sharp bend or knuckle widening			75m
(6) landscaping and buffer areas.	Industrial lots over 2,999m ² in area - all locations except corner lots, lots at the head of a 50m cul de sac & lots on the outside corner of a sharp bend			50m
	Head of a cul de sac or knu	ickle widening		40m
	Outside corner of a sharp b (> 75° deflection)	end		30m
SO 2 Industrial lots do not contain major drainage flow paths from roads and public areas.	PS 2 The industrial lots	do not contain overland flow paths f	or the 100 year ARI storm e	vent.
SO 3 Industrial lots have adequate freeboard to major flow	PS 3 The industrial lots	are developed to the following finish	ed surface levels:-	
drains to facilitate building construction without the need for	Location	Minimum Development Level	Minimum Area above M	inimum Development Level
levies.	Adjacent rivers, creeks and <i>watercourses</i>	Q100 flood level + 750mm	40 (where lot area is < 400	000m ² 0m ² then the whole lot area)
	Adjacent engineered channels or open drains	Q100 flood level + 750mm	40 (where lot area is < 400	000m ² 0m ² then the whole lot area)
SO 4 The lot layout retains special features such as significant trees and vegetation.	PS 4 No solution provid	led.		
SO 5 Industrial lots are not located on land which is prone to land slip or subsidence.	PS 5 No solution provid	led.		
5.3.2 Stormwater Management				
SO 6 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event.	PS 6 and PS 7 Overland f pass through or encroach ι	flow paths conveying stormwater flow point flow paths conveying stormwater flow point flow path	ws for the 100 year ARI stor	m event (and greater) do not
SO 7 Overland flow paths conveying stormwater flows for the 100 year ARI storm event (and greater) do not pass through or encroach upon industrial lots.	Overland flow paths (for any storm event) from roads and public open space areas do not pass through industrial lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.			
SO 8 Stormwater drainage pipes and <i>structures</i> through or within private land are protected by easements in favour of <i>Council</i> with sufficient area for practical access for maintenance.	PS 8 Stormwater drainage infrastructure through or within private land is protected by easements in favour of <i>Council</i> with areas and dimensions conforming to <i>Council</i> Standards.			
SO 9 Stormwater management facilities (except drainage outlets) do not encroach upon riparian areas.	PS 9 No solution provid	led.		
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PineRiversPlan

CHAPTER 6, PART 2, DIVISION 5 - INDUSTRIAL SUBDIVISION DESIGN CODE

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Specific Outcomes for Assessable Development		Probable Solutions		
O 10 The stormwater quality management system minimises ne environmental impact of stormwater on surface and nderground receiving water quality.	PS 10 No solution provid	ded.		VERS
O 11 The stormwater quality management system minimises ne environmental impact of stormwater on natural <i>waterway</i> onfiguration.	PS 11 No solution provid	ded.		
O 12 The stormwater quality management system minimises ne environmental impact of stormwater on existing natural vetlands and vegetation.	PS 12 No solution provid	ded.		
O 13 The stormwater quality management system optimises ne inception, retention and removal of waterborne pollutants prior o discharge to receiving waters.	PS 13 No solution provid	Jed.	0	
O 14 Community benefit is maximised through the retention f natural streams and vegetation.	PS 14 Natural streams a	and vegetation are retained.		
O 15 Areas constructed as detention basins are adaptable for assive recreation.	PS 15 No solution provid	ded.		
O 16 Stormwater quality management devices are located on ublic land.	PS 16 No solution provid	ded.		
.3.3 Road Networks (excludes State-controlled roads				모
O 17 The road networks have a clear structure and component treets conforming with their function in the network.	PS 17 to PS 20 The Indus	trial roads conform to the following:		APTER
O 18 The road network has clear physical distinctions between	Item	Access Road	Collector Road	6, P/
ach type of street based on function, legibility, convenience, affic volumes, vehicles speeds, public safety and amenity.	Maximum Traffic Catchment	8ha	30ha	ART 2, I
O 19 Industrial roads provide the optimum combination of afety, amenity, convenience and economy.	Minimum Design Speed	40km/h	60km/h	DIVISI
O 20 The road network accommodates the following primary	Total Carriageway Width	12m	14m	NO
nctions:-	Minimum Verge Width	4m	4m	
) access to lots;) on street car parking:	Minimum Reserve Width	20m	24m	DUS
) stormwater drainage paths (minor and major storms);	Maximum Grade	6% (desirable) 10% (absolute)	6.0% (desirable) 8% (absolute)	
) public transport on Collector Roads and Major Roads;	Minimum Grade	0.4%	0.4%	SUE
5) utility services location; and		0.470	0.470	DIV
6) setting and approach (streetscape and landscape).	Major Roads conform to the	e following:		INOISI
• •	Item	Sub-Arterial	Arterial	DESI
	Traffic Volume (typical)	12,000vpd	30,000vpd	GNC
	Design Speed (minimum)	80km/h	100km/h	<u></u>

Specific Outcomes for Assessable Development		Pro	obable Solutions		
	Carriageway Lanes		2	4	
	Carriageway Width	10m (I	kerbed) ⁽¹⁾	2 x 8.5m (ke	erbed) ⁽¹⁾
	Verge Width (minimum)	7	.5m	8.5m	1
	Reserve Width (minimum)	25	5m ⁽²⁾	40m ⁽	2)
	Footpaths/Cycle paths	Both	sides (3)	Both side	es ⁽³⁾
	Maximum Grade		7%	6%	
	Minimum Grade	0	.4%	0.4%	
	Notes:-				
	1. Does not include cycle	lanes.			
	2. Greater width required	at intersections.			
	3. Cycle paths may be red	quired in accordance w	vith network design.		
	The roads accommodate app	propriate corridors for a	III public utilities in acc	cordance with Council stan	dards.
21 Road intersections are spaced to create safe and	PS 21 Intersection spacing	g (centreline – centrelir	ne) along a through road	d conforms with the followin	ig:-
venient venicie movements.	Intersecting		Throu	inh Road	
	Road Location	Access Road	Collector Road	Sub-Arterial Road ⁽¹⁾	Arterial Road
	On same side of through road	d 60m	100m	300m	500m
	On opposite side of through road, left – right stagger	60m	150m	300m	500m
	On opposite side of through road, right – left stagger40m60m300m500m				
	Notes:-				
	 In the case of Sub-Arte cases the following abso out only):- 	erial Roads, existing la plute minimum spacing	ndholdings may requir is are used, but all turns	e intersection at a lesser s s access may not be permitt	pacing. In such ted (i.e. left in/left
	Intersections on same side			100m	
	Intersections on opposite sides:				
	 left – right stagger 			100m	
	 right – left stagger 			30m	
22 The road network facilitates walking and cycling within area and to local facilities and public transport routes and	PS 22 Wherever practicab within the area.	le pathways are provid	ed to link roads giving d	lirect convenient pedestrian	and cyclist access
 All new <i>Council</i> controlled roads are fully constructed to et user requirements with minimum maintenance costs. 	PS 23 All new Council co	ntrolled roads are fully	constructed to Council	Standards.	

Crestia Outcomes for Assessable Douclonment		
SO 24 All Council controlled frontage roads are fully constructed to Council Planning Scheme Policy PSP28 Civil	PS 24 All Council control	billed frontage roads are fully constructed to Council Planning Scheme Policy PSP28 Civil ards as follows:-
Infrastructure Design standards.	Situation	Minimum Construction ⁽¹⁾
	Where the existing frontage road is unconstructed or a gravel road only	For Access Roads the full carriageway and verges are provided (including all associated works); For Collector Roads the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum sealed width of 9.5m plus 1.2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side is provided (including all associated works). For Major Roads the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum sealed width of 9.5m plus 2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side is provided (including near side kerb and channel) to a minimum sealed width of 9.5m plus 2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side is provided (including all associated works).
	Where the existing frontage road is sealed but not constructed to Council's Planning Scheme Policy PSP28 Civil Infrastructure Design standard ⁽²⁾	For Access Roads the full carriageway and verges is reconstructed (including all associated works); For Collector Roads the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum sealed width of 9.5m plus 1.2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side is reconstructed (including all associated works). The works match into the remaining works. For Major Roads the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum sealed width of 9.5m plus 2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side is reconstructed (including near side kerb and channel) to a minimum sealed width of 9.5m plus 2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side is reconstructed (including all associated works). The works match into the remaining works.
	Where the existing frontage road is partially constructed to Council's <i>Planning Scheme Policy</i> <i>PSP28 Civil Infrastructure</i> <i>Design</i> standard ⁽²⁾	For Access Roads construction of the full carriageway and verges is completed (including all associated works); For Collector Roads the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum sealed width of 9.5m plus 1.2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side is reconstructed (including all associated works). The works match into the remaining works. for Major Roads the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum sealed width of 9.5m plus 2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side is reconstructed (including near side kerb and channel) to a minimum sealed width of 9.5m plus 2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side is reconstructed (including all associated works).
S0.25 Sealed and flood free access during minor storms is	Notes:- 1. Construction includes a 2. Testing of the existing Scheme Policy PSP28 PS 25. Sealed (5 5m min	works). The works match into the remaining works. all associated works (services, streetlighting and linemarking). pavement is carried out to confirm whether the existing works meet Councils Planning Civil Infrastructure Design standard. width) and flood free road access during minor storms (5 year ABI) is available to the site from
available to the <i>site</i> from the nearest Major Road.	the nearest Major Road.	

Specific Outcomes for Assessable Development	Probable Solutions
SO 26 Access roads to the development remain trafficable during major storm events.	PS 26 Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm events.
5.3.4 Utilities	
SO 27 All lots are provided with sewerage, water supply, underground electricity, street lighting and communications services.	PS 27 All lots (including <i>park</i> and community purposes lots) are provided with sewerage, water supply, underground electricity, street lighting and communications services.
SO 28 Development only occurs in locations where there are adequate services for the desired use.	PS 28 The development has adequate services for the desired use.
SO 29 The provision of <i>public utilities</i> including sewerage, water supply, electricity, street lighting and communications services, is cost effective over their life cycle and incorporates provisions to minimise adverse environmental impact in the short and long-term.	PS 29 The provision of <i>public utilities</i> including sewerage, water supply, electricity, street lighting and communications services conforms with the standards of the relevant service authority.
SO 30 The sewerage transportation system for the proposed development is planned to conform with <i>Council's</i> broad infrastructure plan for the catchment.	PS 30 The sewerage transportation system for the development conforms with <i>Council's</i> broad infrastructure plan for the catchment.
SO 31 The water supply system for the proposed development is planned to conform with Council's broad infrastructure plan for the water supply zone.	PS 31 The water supply system for the development conforms with Council's broad infrastructure plan for the water supply zone. 오 우
SO 32 Water supply and sewerage networks are accessible, easy to maintain and cost effective based on life cycle costs.	PS 32 Water supply and sewerage networks are accessible for maintenance of equipment. No specific solutions are provided with regard to cost effectiveness.
SO 33 Where Council plans to supply recycled water, the development makes provision for these future recycled water supply systems.	PS 33 An appropriate service corridor is provided for future recycled water supply.
SO 34 Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the <i>Council</i> or other person engaged in the provision of public utility services is carried out prior to the approval of the plan of subdivision.	PS 34 No solution provided.
5.3.5 Pedestrian and Cyclist Networks	STRU
SO 35 The Minor Roads and pathway network provide pedestrian and cyclist route with connections to adjoining Minor Roads and Major Roads, open spaces and activity centres.	PS 35 and PS 36 Pathways are provided between roads to allow safe and convenient access for pedestrians and cyclists.
SO 36 The pedestrian network is designed to provide the shortest and most convenient links between industrial areas and residential areas, bus routes (existing and planned) and railway stations.	
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Specific Outcomes for Assessable Development	Probable Solutions	
SO 37 Public access is provided to open space areas, rivers and water bodies as necessary to be consistent with and complement existing access arrangements and in accordance with the function of those areas.	PS 37 No solution provided.	VERS PineR
SO 38 The bikeway network is designed to provide the shortest and most convenient links between industrial areas and residential areas, bus routes (existing and planned) and railway stations.	PS 38 The bikeway network provides safe, attractive and convenient links between industrial areas and residential areas, bus routes (existing and planned) and railway stations. The network accords with Council's Bikeways Plan.	iversPla
5.3.6 Public Transport		3
SO 39 The majority of industrial lots are within convenient walking distance of an existing or potential bus route.SO 40 The road network provides for potential bus routes including safe, convenient stops and, where necessary, bus turnaround areas.	PS 39 and PS 40. Bus routes are incorporated into the development to ensure that 90% of the lots are within 700m (straight line measure) of the routes. Bus stops are provided at 400m maximum spacing and integrated with the road and pedestrian network.	
SO 41 The road network provides for the extension of existing and future public transport routes.	PS41 No solution provided.	
5.3.7 Park		
SO 42 Park and open space is provided for in accordance with <i>Planning Scheme Policy PSP26 Development Contributions for Trunk Infrastructure - Local Community Purposes.</i>	PS 42 No solution provided.	СНАР
		R 6, PART 2, DIVISION 5 - INDUSTRIAL SUBDIVISION DESIGN COD

Division 6 Commercial Subdivision Design Code

6.1 Overall Outcome

The overall outcomes are the purpose of this code.

The overall outcomes sought by the Commercial Subdivision Design Code are the following:

- (1) Lots meet user requirements;
- (2) Lot design and subdivision layout provides land owners or occupiers of the lots with a high degree of safety and amenity;
- (3) Neighbourhoods are safe and attractive;
- (4) Lot design and subdivision layout adequately protects people and the built environment from flooding;
- (5) Lots have adequate *site* drainage to meet user requirements;
- (6) Stormwater runoff from development is properly managed to minimise its impact on land uses downstream and on adjacent properties, the natural and built environment and receiving waters;
- (7) Stormwater management solutions are integrated with other uses and the natural environment;
- (8) Lots have adequate, safe, convenient and structured road access systems;
- (9) Lots have all necessary utility services to meet user requirements provided in a timely, cost effective, coordinated and efficient manner;
- (10) Pedestrian and cyclist networks are safe, convenient and legible;
- (11) The subdivision layout ensures that existing or potential public transport services are accommodated;
- (12) Lot layout reduces the level of fire risk associated with building in areas which are assessed to have a medium to high bushfire hazard; and
- (13) To provide public open space that meets user requirements for outdoor recreational and social activities and for landscaping that contributes to the identity, environmental health and safety of the community.

6.2 Compliance with the Commercial Subdivision Code

Development that is consistent with the specific outcomes in Sections 6.3.1 to 6.3.7 complies with the Commercial Subdivision Design Code.

6.3 Development Requirements

The development requirements of this code relate to the following elements:-

- (6.3.1) Lot layout
- (6.3.2) Stormwater management
- (6.3.3) Road networks (excludes State-controlled roads)
- (6.3.4) Utilities
- (6.3.5) Pedestrian and cyclist networks
- (6.3.6) Public transport
- (6.3.7) Park

Specific Outcomes for Assessable Development		Probable	Solutions	
6.3.1 Lot Layout				
SO 1 Commercial lots have appropriate area and dimensions to accommodate:-	PS 1 All commercia	al lots have a minimum area as follow	S	
(1) siting and construction of buildings;	Zone		Minimum Area	
(2) convenient and safe access;	Central Business	ing into account the matters listed in the specific outcome.		
(3) on-site car parking;	Commercial 1,000m ²			
(4) service vehicle access and manoeuvring;	Local Business	800m ²		
(5) on-site open space areas;	All commercial lots are	regular in shape.		
(6) on-site stormwater management; and	Commercial lots have the	he following road frontage:-		
(7) landscaping and buffer areas.	Zone		Minimum Frontage	
	Central Business	To suit the proposed site design tak	ing into account the matters listed in the specific outcome.	
	Commercial	25m		
	Local Business	20m		
SO 2 Commercial lots do not contain major drainage flow paths.	PS 2 The commerc	ial lots do not contain overland flow p	aths for the 100 year ARI storm event.	
SO 3 Commercial lots have adequate freeboard to major flow	PS 3 The commerc	ial lots are developed to the following	finished surface levels:-	
to facilitate building construction without the need for levies.	Location	Minimum Development	Minimum Area above Minimum Development Level	
	Adjacent rivers, creeks	Q100 flood level + 750mm	2000m ²	
	and watercourses		(where lot area is $< 2000m^2$ then the whole lot area)	
	Adjacent engineered	Q100 flood level + 750mm	2000m ²	
	channels or open drains	5	(where lot area is < 2000m ² then the whole lot area)	
SO 4 Commercial lots are not located on land which is prone to land slip or subsidence.	PS 4 No solutions p	provided.		
6.3.2 Stormwater Management				
SO 5 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event.	PS 5 and PS 6 Overla pass through or encroa	nd flow paths conveying stormwater ch upon commercial lots.	flows for the 100 year ARI storm event (and greater) do not	
SO 6 Overland flow paths conveying stormwater flows for the 100 year ARI storm event (and greater) do not pass through or encroach upon commercial lots.	Overland flow paths (for any storm event) from roads and public open space areas do not pass through commercial lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.			
SO 7 Stormwater drainage pipes and <i>structures</i> through or within private land are protected by easements in favour of <i>Council</i> with sufficient area for practical access for maintenance.	PS 7 Stormwater drainage infrastructure through or within private land is protected by easements in favour of Council with areas and dimensions conforming to Council standards.			
SO 8 Stormwater management facilities (except drainage outlets) do not encroach upon riparian areas.	PS 8 No solution pr	ovided.		

Specific Outcomes for Assessable Development		Probable Solutions		
 9 The stormwater quality management system minimises environmental impact of stormwater on surface and derground receiving water quality. 	PS 9 No solution provided.			
10 The stormwater quality management system minimises environmental impact of stormwater on natural <i>waterway</i> figuration.	PS 10 No solution provided.	9		
11 The stormwater quality management system minimises environmental impact of stormwater on existing natural tlands and vegetation.	PS 11 No solution provided.			
12 The stormwater quality management system optimises inception, retention and removal of waterborne pollutants prior lischarge to receiving waters.	PS 12 No solution provided.		0	
) 13 Community benefit is maximised through the retention natural streams and vegetation.	PS 13 Natural streams and vegetation are	retained		
) 14 Areas constructed as detention basins are adaptable for assive recreation.	PS 14 No solution provided.			
3.3 Road Networks (excludes State-controlled roads)	* ()			
15 The road network has clear structure and component ets conforming with their function in the network.	PS 15 to PS 18 The commercial roads confo	rm to the following:-	1	
16 The road network has clear physical distinctions between	Item	Collector Road	Trunk Collector Road	Major Road
	TAAL TELEFEL VILL TO FELEVILLE TA ALCOLD	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	UUUUU000	
type of street based on function, legibility, convenience,	Max. Traffic Volume for Frontage Access	3500vpu	9000vpu	GOlum/h
type of street based on function, legibility, convenience, c volumes, vehicles speeds, public safety and amenity.	Max. Traffic Volume for Frontage Access Design Speed Minimum vorgo width	40km/h (max.)	60km/h (max.)	60km/h
 type of street based on function, legibility, convenience, c volumes, vehicles speeds, public safety and amenity. 7 Commercial roads provide the optimum combination of 	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width	40km/h (max.) 3.5m or 4.275m ^{(2) (3)}	60km/h (max.) 5.5m ⁽³⁾	60km/h 7.5m
 type of street based on function, legibility, convenience, c volumes, vehicles speeds, public safety and amenity. 17 Commercial roads provide the optimum combination of ty, amenity, convenience and economy. 	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width (includes provision for cycles)	40km/h (max.) 3.5m or 4.275m ⁽²⁾⁽³⁾ 4.2m ⁽⁴⁾	60km/h (max.) 5.5m ⁽³⁾ 4.2m ⁽⁴⁾	60km/h 7.5m 4.2m (4)
 type of street based on function, legibility, convenience, c volumes, vehicles speeds, public safety and amenity. 7 Commercial roads provide the optimum combination of y, amenity, convenience and economy. 8 The road network accommodates the following primary ions:- 	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width (includes provision for cycles) Minimum Through Lane Width	40km/h (max.) 3.5m or 4.275m ⁽²⁾⁽³⁾ 4.2m ⁽⁴⁾ 3.5m	60km/h (max.) 5.5m ⁽³⁾ 4.2m ⁽⁴⁾ 3.5m	60km/h 7.5m 4.2m (4) 3.5m
 h type of street based on function, legibility, convenience, c volumes, vehicles speeds, public safety and amenity. 17 Commercial roads provide the optimum combination of ty, amenity, convenience and economy. 18 The road network accommodates the following primary tions:- 	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width (includes provision for cycles) Minimum Through Lane Width Minimum Median Widths:	40km/h (max.) 3.5m or 4.275m ^{(2) (3)} 4.2m ⁽⁴⁾ 3.5m	60km/h (max.) 5.5m ⁽³⁾ 4.2m ⁽⁴⁾ 3.5m	60km/h 7.5m 4.2m ⁽⁴⁾ 3.5m
 h type of street based on function, legibility, convenience, ic volumes, vehicles speeds, public safety and amenity. 17 Commercial roads provide the optimum combination of ty, amenity, convenience and economy. 18 The road network accommodates the following primary tions:-access to lots; on street car parking: 	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width (includes provision for cycles) Minimum Through Lane Width Minimum Median Widths: providing for sheltered turn lane	40km/h (max.) 3.5m or 4.275m ^{(2) (3)} 4.2m ⁽⁴⁾ 3.5m 6m	60km/h (max.) 5.5m ⁽³⁾ 4.2m ⁽⁴⁾ 3.5m 6m	60km/h 7.5m 4.2m (4) 3.5m 6m
 type of street based on function, legibility, convenience, c volumes, vehicles speeds, public safety and amenity. Commercial roads provide the optimum combination of ty, amenity, convenience and economy. The road network accommodates the following primary tions:- access to lots; on street car parking; stormwater drainage paths (minor and major storms); 	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width (includes provision for cycles) Minimum Through Lane Width Minimum Median Widths: providing for sheltered turn lane providing for pedestrian refuge	40km/h (max.) 3.5m or 4.275m ^{(2) (3)} 4.2m ⁽⁴⁾ 3.5m 6m 2.5m	60km/h (max.) 5.5m ⁽³⁾ 4.2m ⁽⁴⁾ 3.5m 6m 2.5m	60km/h 7.5m 4.2m (4) 3.5m 6m 2.5m
 type of street based on function, legibility, convenience, c volumes, vehicles speeds, public safety and amenity. 17 Commercial roads provide the optimum combination of ty, amenity, convenience and economy. 18 The road network accommodates the following primary tions:- access to lots; on street car parking; stormwater drainage paths (minor and major storms); public transport on Collector Boards and Major storms); 	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width (includes provision for cycles) Minimum Through Lane Width Minimum Median Widths: providing for sheltered turn lane providing for pedestrian refuge providing for traffic signals or lighting poles	40km/h (max.) 3.5m or 4.275m ^{(2) (3)} 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m	60km/h (max.) 5.5m ⁽³⁾ 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m	60km/h 7.5m 4.2m (4) 3.5m 6m 2.5m 2m
 h type of street based on function, legibility, convenience, ic volumes, vehicles speeds, public safety and amenity. 17 Commercial roads provide the optimum combination of ety, amenity, convenience and economy. 18 The road network accommodates the following primary etions:- access to lots; on street car parking; stormwater drainage paths (minor and major storms); public transport on Collector Roads and Major Roads; 	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width (includes provision for cycles) Minimum Through Lane Width Minimum Median Widths: providing for sheltered turn lane providing for sheltered turn lane providing for raffic signals or lighting poles providing for small signs	40km/h (max.) 3.5m or 4.275m ⁽²⁾⁽³⁾ 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m	60km/h (max.) 5.5m ⁽³⁾ 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m	60km/h 7.5m 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m
 ch type of street based on function, legibility, convenience, ffic volumes, vehicles speeds, public safety and amenity. 17 Commercial roads provide the optimum combination of ety, amenity, convenience and economy. 18 The road network accommodates the following primary interest of the strength of the streng	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width (includes provision for cycles) Minimum Through Lane Width Minimum Median Widths: providing for sheltered turn lane providing for sheltered turn lane providing for pedestrian refuge providing for traffic signals or lighting poles providing for small signs Minimum Road Reserve Width	40km/h (max.) 3.5m or 4.275m ^{(2) (3)} 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m 15.4m plus verge and median requirements	60km/h (max.) 5.5m ⁽³⁾ 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m 15.4m plus verge and median requirements	60km/h 7.5m 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m 15.4m plus verge and median requirements
 type of street based on function, legibility, convenience, fic volumes, vehicles speeds, public safety and amenity. 17 Commercial roads provide the optimum combination of ety, amenity, convenience and economy. 18 The road network accommodates the following primary ctions:- access to lots; on street car parking; stormwater drainage paths (minor and major storms); public transport on Collector Roads and Major Roads; utility services location; and setting and approach (streetscape and landscape). 	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width (includes provision for cycles) Minimum Through Lane Width Minimum Median Widths: providing for sheltered turn lane providing for sheltered turn lane providing for pedestrian refuge providing for traffic signals or lighting poles providing for small signs Minimum Road Reserve Width Footpaths/Cycle paths	40km/h (max.) 3.5m or 4.275m ^{(2) (3)} 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m 15.4m plus verge and median requirements 1.5m wide (both sides) ⁽⁵⁾	60km/h (max.) 5.5m ⁽³⁾ 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m 15.4m plus verge and median requirements 1.5m wide (both sides) ⁽⁵⁾	60km/h 7.5m 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m 15.4m plus verge and median requirements 2m wide (both sides) ⁽⁵⁾
ch type of street based on function, legibility, convenience, ffic volumes, vehicles speeds, public safety and amenity. 17 Commercial roads provide the optimum combination of ety, amenity, convenience and economy. 18 The road network accommodates the following primary ictions:- access to lots; on street car parking; stormwater drainage paths (minor and major storms); public transport on Collector Roads and Major Roads; utility services location; and setting and approach (streetscape and landscape).	Max. Traffic Volume for Frontage Access Design Speed Minimum verge width Minimum Parking Lane width (includes provision for cycles) Minimum Through Lane Width Minimum Median Widths: providing for sheltered turn lane providing for sheltered turn lane providing for pedestrian refuge providing for traffic signals or lighting poles providing for small signs Minimum Road Reserve Width Footpaths/Cycle paths Maximum Grade	40km/h (max.) 3.5m or 4.275m ^{(2) (3)} 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m 15.4m plus verge and median requirements 1.5m wide (both sides) ⁽⁵⁾ 12%	60km/h (max.) 5.5m ⁽³⁾ 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m 15.4m plus verge and median requirements 1.5m wide (both sides) ⁽⁵⁾ 12%	60km/h 7.5m 4.2m ⁽⁴⁾ 3.5m 6m 2.5m 2m 1.5m 15.4m plus verge and median requirements 2m wide (both sides) ⁽⁵⁾ 6.0%

Specific Outcomes for Assessable Development	Probable Solutions				
SO 19 Road intersections are spaced to create safe and	 Notes:- Subject to appropriate design for Major Developments. For traffic volumes exceeding 12,000 vpd service roads are provided. For minor infill developments, frontage access may be permitted where there is no reasonable alternative available. Collector Street verges containing or intended to contain water mains require a minimum width of 4.275m. Greater width is required at bus bays. Allows for parking and cycling. Greater widths will be required for cycle paths – refer to Council's Bikeways Plan. The roads accommodate appropriate corridors for all public utilities in accordance with Council standards. The road design is integrated with the site design. 				
convenient vehicle movements.	Intersecting Through R			Road	
	Road Location	Access Street & Collector Street	Trunk Collector Street	Sub-Arterial Road	Arterial Road
	On same side of through road	60m	100m	300m	500m
	On opposite side of through road	40m	60m	300m	500m
	Notes:- 1. In the case of Sub-Arterial Roads, existing landholdings may require intersection at a lesser spacing. cases the following absolute minimum spacing is used, but all turns access may not be permitted (i.e. left only):- Intersections on same side 100m				pacing. In such i.e. left in/left out
	Intersections on opposite sides:- 100m • left – right stagger 100m • right – left stagger 30m				n 1
SO 20 The road network facilitates walking and cycling within the area and to local facilities and public transport routes and stops.	PS 20 Pathways are provided to link roads giving direct convenient pedestrian and cyclist access within the area.			ithin the area.	
SO 21 All new <i>Council</i> controlled roads are fully constructed to meet user requirements with minimum maintenance costs.	PS 21 All new Council control	led roads are fully cons	tructed to Council Sta	ndards.	

CHAPTER 6, PART 2, DIVISION 6 - COMMERCIAL SUBDIVISION DESIGN CODE

Specific Outcomes for Assessable Development		Probable Solutions	
SO 22 All Council controlled frontage roads are fully constructed to Council's Planning Scheme Policy PSP28 Civil	PS 22 All Council controlle Infrastructure Design standard	ed frontage roads are fully constructed to Council Planning Scheme Policy PSP28 Civil is as follows:	
initastructure Design standards.	Situation		ne
	road is unconstructed or a gravel road only	For Access Streets: the full carriageway and verges are provided. For Collector Streets: the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum width containing near side parking lane, through lanes each way, median (as required) plus 1.2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.	RiversPlan
		For Major Roads: the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum width containing near side parking lane, service streets (as required), through lanes each way, median (as required) plus 1.2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.	
	Where the existing frontage road is sealed but not constructed to Council's <i>Planning Scheme Policy</i> <i>PSP28 Civil Infrastructure</i>	For Access Streets: the full carriageway and verges are provided. For Collector Streets: the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum width containing near side parking lane, through lanes each way, median (as required) plus 1.2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.	
	Design standard (2)	For Major Roads: the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum width containing near side parking lane, service streets (as required), through lanes each way, median (as required) plus 1.2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side	CHAPTER 6,
	Where the existing frontage road is partially constructed to Council's Planning Scheme Policy PSP28 Civil Infrastructure Design standard ⁽²⁾	For Access Streets: construction of the full carriageway and verges is completed. For Collector Streets and Trunk Collector Streets: complete the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum width containing near side parking lane, through lanes each way, median (as required) plus 1.2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the existing works.	PART 2, DIVISION (
	\sim	For Major Roads: complete the verge adjoining the new lots, carriageway (including near side kerb and channel) to a minimum width containing near side parking lane, service streets (as required), through lanes each way, median (as required) plus 1.2m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the existing works.	5 - COMMERCIAL
	 Notes:- Construction includes all Testing of the existing particular scheme Policy PSP28 Construction 	associated works (services, streetlighting and linemarking). avement is carried out to confirm whether the existing works meet Council's Planning ivil Infrastructure Design standard.	SUBDIVISION
SO 23 Sealed and flood free access during minor storms is available to the site from the pearest Major Road	PS 23 No solution provided		IDES
SO 24 Access roads to the development remain trafficable during major storm events.	PS 24 Access roads to the during major storm events.	development have sufficient longitudinal and cross drainage to remain safely trafficable	IGN COD
			lm

Specific Outcomes for Assessable Development	Probable Solutions		
SO 25 The road network design takes into account::-	PS 25 The road design network provides for:-		
(1) streetscapes that may be created or already exist;	(1) streetscapes that may be created or already exist;		
(2) protection of topography and vegetation;	(2) protection of topography and vegetation;		
(3) opportunities for views and vistas; and	(3) opportunities for views and vistas; and		
(4) protection of natural drainage and open spaces systems.	(4) protection of natural drainage and open spaces systems.		
SO 26 Traffic generated by a development is within the acceptable environmental capacity (traffic volume) of the roads	PS 26 The following environmental road capacities (traffic volumes) are not exceeded with the additional traffic from the development:-		
and streets.	Street Classification Capacity (desirable maximum)		
	Access Street 500 vpd		
	Collector Street 3000 vpd		
	Trunk Collector 9000 vpd		
6.3.4 Utilities			
SO 27 All lots are provided with sewerage, water supply, underground electricity, street lighting and communications services.	PS 27 No solution provided.		
SO 28 Development only occurs in locations where there are adequate services for the desired use.	PS 28 The development has adequate services for the desired use.		
SO 29 The provision of <i>public utilities</i> including sewerage, water supply, electricity, street lighting and communications services, is cost effective over their life cycle and incorporate provisions to minimise adverse environmental impact in the short and long-term.	PS 29 The provision of <i>public utilities</i> including sewerage, water supply, electricity, street lighting and communications services conforms with the standards of the relevant service authority.		
SO 30 The sewerage transportation system for the proposed development is planned to conform with <i>Council's</i> broad infrastructure plan for the catchment.	PS 30 The sewerage transportation system for the development conforms with <i>Council's</i> broad infrastructure plan for the catchment.		
SO 31 The water supply system for the proposed development is planned to conform with <i>Council's</i> broad infrastructure plan for the water supply zone.	PS 31 The water supply system for the development conforms with <i>Council's</i> broad infrastructure plan for the water supply zone.		
SO 32 Water supply and sewerage networks is accessible, easy to maintain and cost effective based on life cycle costs.	PS 32 Water supply and sewerage networks are accessible for maintenance of equipment. No specific solutions are provided with regard to cost effectiveness.		
SO 33 Where Council plans to supply recycled water, developments make provision for these future recycled water supply systems.	PS 33 An appropriate service corridor is provided for future recycled water supply.		

PineRiversPlan

Specific Outcomes for Assessable Development	Probable Solutions
SO 34 Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the <i>Council</i> or other person engaged in the provision of public utility services is carried out at no cost to <i>Council</i> prior to the approval of the plan of subdivision.	PS 34 No solution provided.
6.3.5 Pedestrian and Cyclist Networks	
SO 35 The pathway network provides pedestrian and cyclist route with connections to adjoining Minor Roads and Major Roads, open spaces and activity centres.	PS 35 and PS 36 Pathways are provided between roads to allow safe and convenient access for pedestrians and cyclists.
shortest and most convenient links between commercial areas and residential areas, bus routes (existing and planned) and railway stations.	
SO 37 Public access is provided to open space areas, rivers and water bodies as necessary to be consistent with and complement existing access arrangements and in accordance with the function of those areas.	PS 37 No solution provided.
SO 38 The bikeway network is designed to provide the shortest and most convenient links between commercial areas and residential areas, bus routes (existing and planned) and railway stations.	PS 38 The bikeway network provides safe, attractive and convenient links between commercial areas and residential areas, bus routes (existing and planned) and railway stations. The network accords with <i>Council's</i> Bikeways Plan.
6.3.6 Public Transport	
 SO 39 The commercial lots are within convenient walking distance of an existing or potential bus route. SO 40 The road network provides for potential bus routes including safe, convenient stops and, where necessary, bus turnaround areas. 	PS 39 and PS 40 Bus routes are incorporated into the development to ensure that all commercial lots are within 400m (straight line measure) of the routes. Bus stops are provided at 400m maximum spacing and integrated with the road and pedestrian network.
SO 41 The road network provides for the extension of existing and future public transport routes.	PS 41 The development provides for extension of existing and future public transport routes.
6.3.7 Park	
SO 42 Park and open space is provided for in accordance with <i>Planning Scheme Policy PSP26 Development Contributions for Trunk Infrastructure - Local Community Purposes.</i>	PS 42 No solution provided.

Effective from 15 December 2006

Division 7 Rural Subdivision Design Code

7.1 Overall Outcome

The overall outcomes are the purpose of this code.

The overall outcomes sought by the Rural Subdivision Design Code are the following:

- (1) Lots meet user requirements;
- (2) Lot design and subdivision layout provides land owners or occupiers of the lots with a high degree of safety and amenity;
- (3) Lot design and subdivision layout adequately protects people and the built environment from flooding;
- (4) Stormwater runoff from development is properly managed to minimise its impact on land uses downstream and on adjacent properties, the natural and built environment and receiving waters;
- (5) Stormwater management solutions are integrated with other uses and the natural environment;
- (6) Lots have adequate, safe, convenient and structured road access systems;
- (7) Lots have all necessary utility services to meet user requirements provided in a timely, cost effective, coordinated and efficient manner;
- (8) Pedestrian and recreational trails networks are safe, convenient and legible;
- (9) The subdivision layout ensures that existing or potential public transport services are accommodated;
- (10) Lot layout reduces the level of fire risk associated with building in areas which are assessed to have a medium to high bushfire hazard; and
- (11) To provide public open space that meets user requirements for outdoor recreational and social activities and for landscaping that contributes to the identity, environmental health and safety of the community.

7.2 Compliance with the Rural Subdivision Design Code

Development that is consistent with the specific outcomes in Sections 7.3.1 to 7.3.7 complies with the Rural Subdivision Design Code.

7.3 Development Requirements

The development requirements of this code relate to the following elements:-

- (7.3.1) Lot Layout
- (7.3.2) Stormwater Management
- (7.3.3) Road networks (excludes State-controlled roads)
- (7.3.4) Utilities
- (7.3.5) Pedestrian and Horse Riding Networks
- (7.3.6) Public Transport
- (7.3.7) Park

Note: The minimum lot sizes in this code may be affected by the I	Regulatory Provisions of the South East Queensland Regional Plan.
Specific Outcomes for Assessable Development	Probable Solutions
7.3.1 Lot Layout	
 SO 1 Rural lots have appropriate area and dimensions for:- (1) rural uses; (2) siting and construction of a dwelling and <i>ancillary outbuildings</i>; (3) siting and construction of an on-site sewerage facility in accordance with the relevant standards; and (4) convenient and safe vehicle access 	 PS 1 All residential lots: (1) have a minimum area of 16ha; (2) contain a certified building area of 40m x 40m minimum dimensions which is 750mm above the 100 year ARI flood level and has maximum slope, before <i>site</i> works, of 1 (V) in 6 (H). The certified building area is setback from the toe of a cut batter or bottom of a bank of a <i>waterway</i> or gully a distance not less than that determined by projecting a line 1(V) in 1(H) from the toe of a cut batter or bottom of a bank of a <i>waterway</i> or gully a distance not less than that determined by projecting or 15m back from the top bank, whichever is the greater; (3) provide for an area for an on-site sewerage facility (including spare effluent disposal area) in accordance with the relevant standards; (4) have a <i>site</i> which is suitable for construction of a small dam, 900m² in surface area; and (5) have one constructed lot access point which has adequate road traffic sight distances.
 SO 3 Residential lot road frontages have sufficient width to 	 PS 2 The residential lot shape allows all areas of the land to be easily accessed for maintenance. The dimensions of all residential lots satisfy the following ratio:- L²/A < 5 where L = the horizontal distance in metres measured in a straight line between the midpoint of the road frontage, or end of the accessway for a rear lot, to the most distant point on the lot boundary; and A = the area of the lot in square metres. PS 3 All lots have a minimum road frontage of 100m excent for the blind end of a cul de sac where a minimum frontage.
allow easy and safe access.	of 50m is provided. PS 4 The lot layout retains special features such as regionally significant vegetation and views
significant vegetation and views. SO 5 Certified building areas in rural lots are located outside flood prone land, flood plains, tidal areas and areas below storm tide levels.	 PS 5 The certified building areas in residential lots are not located below the ultimate (post development) Q100 flood level of natural drainage features including rivers, streams and <i>watercourses</i>. The certified building areas in residential lots are not located below the predicted 100 year storm tide surge level.
 SO 6 Certified building areas in residential lots are not located on land which is prone to land slip or subsidence. SO 7 The layout (siting of certified building areas in residential lots) ensures that residents exposure to electro-magnetic fields from powerlines (33KV and greater) does not exceed 2mG. 	PS 6 No solution provided. PS 7 No solution provided.
7.3.2 Stormwater Management	
 SO 8 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event. SO 9 Overland flow paths conveying stormwater flows for the 100 year ARI storm event (and greater) do not pass through or encroach upon certified building areas. 	PS 8 and PS 9 The roads, drainage pathways, drainage features and <i>waterways</i> safely convey the stormwater flows for the 100 year ARI storm event without allowing the flows to encroach upon or discharge towards certified building areas.

CHAPTER 6, PART 2, DIVISION 7 - RURAL SUBDIVISION DESIGN CODE

Specific Outcomes for Assessable Development		Probable Solutions	
SO 10 Stormwater drainage pipes and <i>structures</i> through or within private land are protected by easements in favour of <i>Council</i> with sufficient area for practical access for maintenance.	PS 10 Stormwater drainage with areas and dimensions con	infrastructure through or within private land is forming to <i>Council</i> standards.	protected by easements in favour of Council
SO 11 Stormwater management facilities (except drainage outlets) do not encroach upon riparian areas.	PS 11 No solution provided.		
SO 12 The stormwater quality management system minimises the environmental impact of stormwater on surface and underground receiving water quality.	PS 12 No solution provided.		
SO 13 The stormwater quality management system minimises the environmental impact of stormwater on natural <i>waterway</i> configuration.	PS 13 No solution provided.		
SO 14 The stormwater quality management system minimises the environmental impact of stormwater on existing natural wetlands and vegetation.	PS 14 No solution provided.		
SO 15 The stormwater quality management system optimises the inception, retention and removal of waterborne pollutants prior to discharge to receiving waters.	PS 15 No solution provided.		
7.3.3 Road Networks (excludes State-controlled roads)			
SO 16 The road network has a clear structure and component streets conforming with their function in the network.	PS 16 to PS 20 The Rural Roa	ads conform to the following:	
SO 17 The road network has clear physical distinctions between	Item	Rural Access Road	Rural Collector Road
each type of street. The distinctions are to be based on function, convenience, traffic volumes, vehicle speeds, public safety and	Traffic Catchment (maximum)	15 lots	100 lots
amenity.	Design Speed (minimum) ⁽¹⁾	60km/h	60km/h
functions:-	Carriageway Lanes	1	2
(1) access to properties and premises;	Carriageway Width	3.5m	6m
(2) utility services location; and	Formation Width (minimum)	8.5m	9m
(3) setting and approach (streetscape and landscape).	Reserve Width (minimum)	20m	20m
SO 19 The road network is sufficient to accommodate adequate verge and carriageway width for the primary functions listed in	Grade (minimum - maximum)	0.4% - 10% (2)	0.4% - 10% (2)
specific outcomes above. SO 20 The road network creates convenient safe movement between their properties or premises and the Major Road network	Notes:- 1. In rugged topography, or c design speed not less tha 2. Grades over 10% must be downhill speeds.	constrained situations, a lower design speed m n 20km/h below those given in the table. a used with caution due to problems related to	ay be approved with the absolute minimum slow climbing speeds and potentially high

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cific Outcomes for Assessable Development		Probable Solutions			
	The Major Roads conform to the following:-				
	ltem	Sub-Arterial	Arterial		
	Design Speed (minimum) ⁽¹⁾	80km/h	100km/h		
	Traffic Volume (typical)	12,000vpd	30,000vpd		
	Design Speed (minimum) ⁽¹⁾	80km/h	100km/h		
	Carriageway Lanes	2	4		
	Reserve Width (minimum)	26m	40m		
	Maximum Grade	8% (2)	6% ⁽²⁾		
	 In rugged topography, or constrained s design speed not less than 20km/h be Grades over 10% must be used with a downhill speeds. The combination of road length and grade 1 	ituations, a lower design speed may low those given in the table. aution due to problems related to s or new roads conforms with the foll	be approved with the absolute minimum low climbing speeds and potentially high owing chart:-		
	Maximum Length of Road Grades				
	1800 1800 1400 1200 Acceptable Road Grade 800 600 400 200 0 2 4	subject to special approval ⁽¹⁾ 6 8 10 12 Road Grade	NOT SUITABLE ⁽²⁾		
		Figure 1			

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Specific Outcomes for Assessable Development	Probable Solutions						
	Notes:- 1. It is recognised that special circumstances may arise where it may be acceptable to allow grades or a grade. Special aircumstances may include:						les or lengths of
SO 21 Intersections along roads are spaced to create safe and convenient vehicle movements	 grade. Special circumstances may include:- where comparatively short lengths of grade lead to significant reductions in environmental impact or costs, where absolute numbers of heavy vehicles are low; on local roads where the cost of achieving the higher standard cannot be justified in terms of the traft volumes using the road. 2. Existing roads may fall into this area in which case special design is required. On Collector Roads and Major Roads where grades greater than 10% are combined with significant changes in horizor alignment (particularly where the maximum speed difference between successive horizontal geometric elements excert 6%), then additional lane or shoulder width or curve widening is provided as necessary. d PS 21 Intersection spacing (centreline – centreline) along a through road conforms with the following:- 					npact or costs; ms of the traffic anges in horizontal elements exceeds g:-	
	Intersecting				Through Roa	ıd	
	Road Location		Access Road	Collector Road	Ru Sub-Arter	iral ial Road ⁽¹⁾	Rural Arterial Road
	On same side of through road		100m	100m	30	0m	500m
	On opposite sides of the throug	gh road	100m	100m	30	0m	500m
	 In the case of Sub-Arterial Roads, existing landholdings may require intersections at lesser spacing. In such cases the following absolute minimum spacing is used, but all turns access may not be permitted (i.e. left in/left out only):- 						
	Intersections on opposite sides: 100m • left-right stagger 30m				100m 30m		
SO 22 All new Council controlled roads are fully constructed to meet user requirements with minimum maintenance costs.	PS 22 All new Council cont	rolled roads ar	e fully constr	ructed to Counc	il standards.		
SO 23 All <i>Council</i> controlled frontage roads are constructed to <i>Council</i> standards.	PS 23 All <i>Council</i> controlled frontage roads are constructed to <i>Council</i> standards as follows:						
	Situation			Minimum	Construction	(1)	
	Frontage road unconstructed	For Access R	Roads: full ca	rriageway and v	erges.		
	or gravel road only	For Collector of 6m plus 1 opposite side	Roads: ver .5m wide (fu e.	ge adjoining nev Ill depth paveme	w lots, carriage ent) gravel sho	eway to a mini oulder and tab	mum sealed width le drainage to the
For Major Roads: verge adjoining new lots, carriageway to a minimum plus 1.5m wide (full depth pavement) gravel shoulder and table drains side.					to a minimum nd table draina	sealed width of 7m lige to the opposite	

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PineRiversPlan

Specific Outcomes for Assessable Development		Probable Solutions
	Frontage road sealed (2) but	For Access Roads: reconstruction of full carriageway and verges.
	not constructed to Council standard	For Collector Roads: reconstruction of verge adjoining new lots and carriageway to a minimum sealed width of 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the remaining existing works.
		For Major Roads: verge adjoining new lots and carriageway to a minimum sealed width of 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the remaining existing works.
	Frontage road ⁽²⁾ partially	For Access Roads: construction of all remaining carriageway and verges.
	standards.	For Collector Roads: verge adjoining new lots and carriageway to join existing works. In any event the minimum sealed width to be constructed is 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side where necessary. The works match into the existing works.
		For Major Roads: verge adjoining new lots and carriageway to join existing works. In any event the minimum sealed width is 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side where necessary. The works match into the existing works.
	Notes:- 1. Construction includes all	I associated works (services, streetlighting and linemarking)
	2. Testing of the existing pa	avement is carried out to confirm whether the existing works meet Council standards.
SO 24 Sealed and flood free road access during minor storms is available to the <i>site</i> from the nearest Major Road.	PS 24 Sealed (5.5m min. wi the nearest Major Road.	dth) and flood free road access during minor storms (5 year ARI) is available to the site from
SO 25 Access roads to the development remain trafficable during major storm events.	PS 25 Access roads to the during major storm (100 year A	development have sufficient longitudinal and cross drainage to remain safely trafficable ARI) events.
SO 26 The road network design takes into account:	PS 26 Road designs incorp	orate retention of existing significant trees where ever practicable.
(1) streetscapes that may be created or already exist;	Road designs minimise the he	ights of cut and fill of road formation to less than 2m where ever practicable.
(2) protection of topography and vegetation;	New roads are located to minin	mise the heights of cut and fill of road formation to less than 2m.
 (3) opportunities for views and vistas; and (4) protection of natural drainage and open space systems 	Road designs minimise the am public open space areas and p	nount of filling and extent of filling in or adjacent existing natural gullies, <i>waterways</i> , existing proposed public open space areas.
SO 27 The road network provides for the cost-effective provision of public utilities .	PS 27 The roads accommo	date appropriate corridors for all <i>public utilities</i> in accordance with <i>Council</i> standards.
7.3.4 Utilities		
SO 28 All lots are provided with electricity and communications services.	PS 28 All lots are provided	with electricity and communications services.
SO 29 Development only occurs in locations where there are adequate services for the desired use.	PS 29 The development ha	s adequate services for the desired use.
SO 30 The provision of <i>public utilities</i> including electricity, street lighting (if required) and communications services, is cost effective over their life cycle and incorporate provisions to minimise adverse environmental impact in the short and long-term.	PS 30 The provision of pub services conforms with the sta	<i>lic utilities</i> including electricity, street lighting (if required at a hazard) and communications indards of the relevant service authority.

Specific Outcomes for Assessable Development	Probable Solutions	≈ «→¥ /(<+
SO 31 Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the <i>Council</i> or other person engaged in the provision of public utility services is carried out prior to the approval of the plan of subdivision.	PS 31 No solution provided.	VERS PineRivers
7.3.5 Pedestrian and Horse Riding Networks		olan
SO 32 Public access is provided to open space areas, rivers and water bodies as necessary to be consistent with and complement existing access arrangements and in accordance to the function of those areas.	PS 32 No solution provided.	
SO 33 The minor roads and pathway network provide horse riding routes with connections to adjoining major roads, open spaces and activity centres.	PS 33 and PS 34 Pathways are provided between roads in accordance with Council's Recreational Trails Plan.	
for safe, attractive and convenient movement of pedestrians and		
horse riders between rural areas and major attractions such as schools, <i>shops</i> , sporting facilities and bus routes (existing and planned).		
7.3.6 Public Transport		Ω
SO 35 The road design provides for the extension of existing bus routes or potential bus routes including safe convenient stops and, where necessary, bus turnaround areas.	PS 35 No solution provided.	HAPTER 6,
SO 36 The road network caters for the extension of existing and future public transport routes to provide sufficient services that are convenient and accessible to the community.	PS 36 The development provides for extension of existing and future bus routes.	PART 2, D
7.3.7 Park		SINIC
SO 37 Park and Open Space is provided for in accordance with <i>Planning Scheme Policy PSP26 Development Contributions for Trunk Infrastructure - Local Community Purposes.</i>	PS 37 No solution provided.	ION 7 - RU
		RAL SUBDIVISI

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Division 8 Boundary Relocation Design Code

8.1 Overall Outcome

The overall outcomes are the purpose of this code.

The overall outcomes sought by the Boundary Relocation Design Code are the following:-

- (1) Existing public utility services provision and access is maintained with the new lots; and
- (2) Lots have improved the size, shape or utility over the *existing useful lots*¹; or
- (3) Lots facilitate boundary adjustments for large multi-stage developments; or
- (4) The new lot boundaries rectify encroachments of buildings, *structures* or accesses onto properties.

8.2 Compliance with the Boundary Relocation Design Code

Development that is consistent with the specific outcomes in Section 8.3 complies with the Boundary Relocation Design Code.

8.3 Development Requirements

8.3 Development Requirements	
Specific Outcomes for Assessable Development	Probable Solutions
SO 1 The size, shape or utility of the new lots are improved over that of the existing lots.	PS 1 No solution provided.
SO 2 Where the boundary relocation is in conjunction with	PS 2.1 Each new lot has a minimum frontage of 20m.
the stage areas then the new lots are provided appropriate access to a constructed road.	PS 2.2 Each new lot has vehicular access (minimum gravel pavement 3m wide) to the lot frontage from a constructed road abutting the lot.
SO 3 Where the boundary relocation is not in conjunction with staged subdivision development (for the purposes of managing	PS 3 The new lot area, dimensions and shape conform to the relevant subdivision code for the zone (except where the existing lots currently do not conform to the relevant subdivision code for the zone).
the stage areas) then the new lot area, dimensions and shape conform to the relevant subdivision code for the zone unless the existing lots do not conform.	
SO 4 New lots have all the public utility services that are currently available to the existing lots.	PS 4.1 Where the existing lots have access to Council's reticulated water supply system this service is relocated or extended as necessary to ensure it is available to the new lots.
	PS 4.2 All private water services are relocated, as necessary, to ensure they located within the lot being served.
4	PS 4.3 Where the existing lots have access to <i>Council's</i> sewerage system this service is relocated or extended as necessary to ensure it is available to the new lots.
	PS 4.4 All private sewerage services are relocated, as necessary, to ensure they located within the lot being served.
	PS 4.5 Where the existing lots have access to telecommunications lines this service is relocated or extended as necessary to ensure it is available to the new lots.
SO 5 On-site sewerage facilities are located fully within the new lots in accordance with the relevant statutory requirements	PS 5.1 On-site sewerage facilities are relocated to be fully within the new lots in accordance with the relevant statutory requirements
and not detrimentally affect adjacent lots.	PS 5.2 Existing on-site sewerage facilities are upgraded as necessary to operate properly (as designed).
SO 6 The proposal does not detrimentally affect the amenity of the neighbourhood.	PS 6 No solution provided.
SO 7 Where the boundary relocation is not in conjunction with	PS 7 The areas of each new lot are not more than 40% larger or smaller than the existing lot.
the stage areas) and the proposal is over urban residential lots	
then the areas of the new lots are not significantly different in area to the existing lots	
SO 8 All new lots have electricity supply.	PS 8 All new lots have electricity supply available to the frontage.
SO 9 Any alteration or relocation in connection with or	PS 9 No solution provided.
arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the	
telecommunications authority, electricity authorities, the Council	
or other person engaged in the provision of public utility services	
of subdivision.	

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CHAPTER 6, PART 2, DIVISION 8 - BOUNDARY RELOCATION DESIGN CODE



- ¹ "Existing Useful Lot" for residential purposes means a lot that conforms to the following criteria:
 - (1) Urban residential (not community titled) the lot contains an existing dwelling or can contain minimum rectangle 10m x 20m or can be demonstrated to be able to contain a suitable dwelling without setback relaxation.
 - (2) Urban residential (community titled) the lot contains an existing dwelling or can contain minimum rectangle 20m x 40m or can be demonstrated to be able to contain a suitable dwelling without setback relaxation.
 - (3) Non-Urban residential the lot contains an existing dwelling or can be demonstrated to be ble to contain a suitable dwelling without setback relaxation surrounded by 600m² of private open space with a minimum width at any point of 12m.



Division 9 Subdivision by Lease Design Code

9.1 Overall Outcome

Subdivisions by lease (> 10 years):-

- (1) Have appropriate lease areas;
- (2) Have adequate access to a road; and
- (3) Have adequate service utilities.

9.2 Compliance with the Subdivision by Lease Design Code

Development that is consistent with the specific outcomes in Section 9.3 complies with the Subdivision by Lease Design Code.

9.3 Development Requirements

Specific Outcomes for Assessable Development			Probable Sol	lutions
9.3.1	Lease Areas			
SO 1 meet us	Lease areas have appropriate size and shape to ser requirements.	PS 1	No solution provided.	
SO 2	All lease areas have access to a road.	PS 2	No solution provided.	
SO 3 satisfy ι	All lease areas have adequate service utilities to user requirements.	PS 3	No solution provided.	

Division 10 Access Easement Subdivision Design Code

10.1 Access Easement Subdivision Design Code

The overall outcomes are the purpose of this code.

The overall outcomes sought by the Access Easement Design Code are the following:

- (1) Access easements to a road include properly constructed driveways;
- (2) Access easements to a road have safe access points onto the road;
- (3) Access easements to a road minimise impacts on the amenity if adjacent residents;
- (4) Access easements to a road minimise impacts on existing infrastructure; and
- (5) Access easements to a road minimise impacts on the environment.

10.2 Compliance with the Access Easement Subdivision Design Code

Development that is consistent with the specific outcomes in Section 10.3 complies with the Access Easement Design Code.

10.3 Development Requirements

Specific Outcomes for Assessable Development	Probable Solutions
SO 1 Access easements contain a driveway constructed to suit the user's needs.	PS 1 No solution provided.
SO 2 The access point onto the road is located with appropriate grading, verge cross section and safe sight distance for accessing vehicles, through traffic and pedestrians on the verge.	PS 2 The sight distance available between a vehicle leaving the lot at the driveway access point and a vehicle approaching on the frontage road is equal to the <i>Safe Intersection Sight Distance</i> (determined appropriate for the classification of the frontage road – refer Austroads Guide to Traffic Engineering Practice – Part 5, Intersections at Grade).
SO 3 Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the Council or other person engaged in the provision of public utility services is carried out prior to the approval of the plan of subdivision.	PS 3 No solution provided.
SO 4 Clearing of existing vegetation for construction of the driveway is minimised as far as practicable.	PS 4 The driveway is located in existing cleared areas.
SO 5 The easement covers all works associated with the access.	PS 5 The easement covers all driveway construction including cut and fill batters, drainage works and utility services.

Division 11 Subdivision in All Other Zones Design Code

11.1 Overall Outcome

The overall outcomes are the purpose of this code.

- The overall outcomes sought by the Subdivision in All Other Zones Design Code are the following:
- (1) Lots meet user requirements;
- (2) Lot design and subdivision layout provides land owners or occupiers of the lots with a high degree of safety and amenity;
- (3) Neighbourhoods are safe and attractive;
- (4) Lot design and subdivision layout adequately protects people and the built environment from flooding;
- (5) Lots have adequate *site* drainage to meet user requirements;
- (6) Stormwater runoff from development is properly managed to minimise its impact on land uses downstream and on adjacent properties, the natural and built environment and receiving waters;
- (7) Stormwater management solutions are integrated with other uses whilst protecting the natural environment.;
- (8) Lots have adequate, safe, convenient and structured road access systems;
- (9) Lots have all necessary utility services to meet user requirements provided in a timely, cost effective, coordinated and efficient manner;
- (10) Pedestrian and cyclist networks are safe, convenient and legible;
- (11) The subdivision layout ensures that existing or potential public transport services are accommodated;
- (12) Lot layout reduces the level of fire risk associated with building in areas which are assessed to have a medium to high bushfire hazard; and
- (13) To provide public open space that meets user requirements for outdoor recreational and social activities and for landscaping that contributes to the identity, environmental health and safety of the community.

11.2 Compliance with the Subdivision in All Other Zones Design Code

Development that is consistent with the specific outcomes in Sections 11.3.1 to 11.3.7 complies with the Subdivision in all Other Zones Design Code.

11.3 **Development Requirements**

The development requirements of this code relate to the following elements:-

- (11.3.1) Lot Layout
- (11.3.2) Stormwater Management
- (11.3.3) Road Networks (excludes State-controlled roads)
- (11.3.4) Utilities
- (11.3.5) Pedestrian and Cyclist Networks
- (11.3.6) Public Transport
- (11.3.7) Park

Specific Outcomes for Assessable Development	Probable Solutions					
11.3.1 Lot Layout						
SO1 Lots have appropriate area and dimensions to meet user requirements.	PS 1 No solution provided.					
SO 2 All lots have adequate road frontage for easy and safe	PS 2 Lots have a minimum frontage in the following <i>zones</i> :-					
	Zone	Zone Minimum Frontage				
	Special Residential, urban	7.		25m		
	Special Residential, non urban			50m		
	Special Residential, blind end of a	cul de sac, all areas		15m		
	Neighbourhood Facilities			20m		
	Home Industry			25m		
	Future Urban			25m		
	Conservation			20m		
4	Park and Open Space			15m		
	Sports and Recreation			20m		
	Special Facilities			15m		
	Special Purposes			15m		
SO 3 The lot layout retains special or unique features that exist.	PS 3 No solution provided.					
SO 4 Privately owned lots are not located on land which is prone to land slip or erosion.	PS 4 No solution provided.	\mathbf{O}				
11.3.2 Stormwater Management	+ -					
SO 5 There is sufficient area with appropriate freeboard to major flood events in rivers creeks watercourses and	PS 5 The lots are developed to	the following finished le	evels:-			
engineered open drains, contained within each lot, to facilitate the required uses on the land without the need for levies or specially designed floating structures.	Zones	Location	Minimum Development Level Requirements	Minimum Area above Required Minimum Development Level		
designed houting structures.	Special Residential (urban style),	Adjacent rivers,	Q100 flood level +	2000m ²		
	Neighbourhood Facilities, Home Industry and Future Urban	creeks and watercourses	750mm	(where lot area is <2000m ² , then the whole lot area)		
		Adjacent engineered	Q100 flood level +	2000m ²		
		channels	500mm	(where lot area is <2000m ² , then the whole lot area)		

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Specific Outcomes for Assessable Development	Probable Solutions			
	Special Residential	Adjacent rivers,	Q100 flood level +	1500m ²
	(non-urban style)	creeks and watercourses	750mm	(where lot area is <1500m ² , then the whole lot area)
		Adjacent engineered	Q100 flood level +	1500m ²
		channels	500mm	(where lot area is <1500m ² , then the whole lot area)
	Conservation, Park & Open Space, Sports & Recreation, Special Facilities and Special Purposes	Adjacent rivers, creeks and watercourses	No solution provided	No solution provided
		Adjacent engineered channels	No solution provided	No solution provided
SO 6 The major drainage system has the capacity to safely convey stormwater flows for the 100 year ARI storm event.	PS 6 No solution provided.			
SO 7 Overland flow paths from roads, reserves and other public lands do not pass through private urban style lots.	PS 7 No solution provided.			
SO 8 Stormwater drainage pipes and <i>structures</i> through or within private land are protected by easements in favour of <i>Council</i> with sufficient area for practical access for maintenance.	PS 8 Stormwater drainage infr with areas and dimensions conform	astructure through or with ming to Council standard	hin private land is protected ds.	by easements in favour of Council
SO 9 The stormwater management system minimises impacts from development on the following:-	PS 9 No solution provided.			
(1) downstream & adjacent properties;				
(2) surface & subsurface receiving waters;				
(3) riparian areas;				
(4) natural <i>waterway</i> configuration;	+			
(5) existing natural wetlands; and				
(6) significant natural vegetation.				
SO 10 The development incorporates water sensitive design elements in order to maximise the use of non-engineered (structural) solutions.	PS 10 No solution provided.			

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PINE RIVERS	∭-}¥ /<<∗
	PineRiversPlan

Specific Outcomes for Assessable Development			Probable Solutions				
11.3.3 Road Networks (excludes State-controlled roads)	s)						
SO 11 The road network accommodates the following primary functions:-	PS 11 and PS 12. Streets in the Special Residential (urban style), Neighbourhood Facilities, Home Industry and Future Urban <i>zones</i> conform to the following:-						
 access to lots (vehicles, pedestrians & cyclists); 	The Residential Streets conform to the following:-						
(2) on-street car parking;	ltem	Access Place ⁽¹⁾	Access Street ⁽¹⁾	Collector Street	Trunk		
(3) stormwater drainage paths;					Collector		
(4) utility services location;	Traffic Catchment	20 lots	50 lots (2)	300 lots (2)(3)			
(5) setting and approach; and	(maximum)	201013	00 1013 0	300 1013 (A /	300 1013		
(6) public transport on higher order roads.	Design Speed (maximum)	40km/h	40km/h	40km/h	60km/h		
SO 12 The road network has a clear structure and component	Carriageway Lanes	2 (4)	2	3	2		
streets conforming to their function in the network.	Carriageway Width	6m	6m	7.5m	9m		
-	Verge Width (minimum)	3.5m (5)(6)	3.5m ⁽⁵⁾⁽⁶⁾	3.5m ⁽⁵⁾⁽⁶⁾	5m (6)		
	Reserve Width (minimum)	15m	15m	18m	24m (7)		
	Footpaths/Cycle paths	not required (8)	where $>$ 40 lots served ⁽⁸⁾	one side (8)	both sides (8)		
	Parking	0.5 space per lot ⁽⁹⁾	0.5 space per lot ⁽⁹⁾	0.5 space per lot ⁽⁹⁾	0.5 space per lot ⁽⁹⁾		
	Grade (minimum - maximum)	0.4% - 16% (10)	0.4% - 16% (10)	0.4% - 12% (11)	0.4% - 12% (11)		
	Notes:-						
	1. Difference is in subdivision layout only, not in street design.						
	2. Based on 10 vpd per single detached dwelling residential lot.						
	3. Absolute maximum 350 lots.						
	4. Single lane with Council approval, maximum 12 lots.						
	5. Greater width required to verge with water main.						
	6. Greater width required where cycle paths provided.						
	7. Greater width required at intersections.						
	8. Footpath or cycle paths may be required in accordance with network design.						
	9. A car park is required within 25m of every residential lot.						
	10. 20% absolute maximum grade may be permitted under special circumstances.						
	11. 16% absolute maxin	rmitted under special circumst	ances.				
		<u> </u>					

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c Outcomes for Assessable Development			Probable Solu	itions		
	The Major Roads conform to the following:-					
	ltem	Sub-Arterial	Arteria	Major Artei	rial Freeway	
	Traffic Volume (typical)	12,000vpd	30,000vp	od as require	d as required	
	Design Speed (minimum)	80km/h	100km/l	n 100km/h	100km/h	
	Carriageway Lanes	2	4	4 or more	e 4 or more	
	Carriageway Width	10m (kerbed) (1)	2 x 8.5m (ker	bed) ⁽¹⁾ as required by	design as required by design	
	Verge Width (minimum)	7.5m	8.5m	as required by	design as required by design	
	Reserve Width (minimum)	25m ⁽²⁾	40m ⁽²⁾	as required by	design as required by design	
	Footpaths/Cycle paths	both sides (3)	both Sides	s ⁽³⁾ not require	ed not required	
	Grade (minimum - maximum)	0.4% - 7% (4)	0.4% - 6%	as required by	design as required by design	
	2. Greater width require	ed at intersections. required in accorder	ce with network d	esian		
	 Does not include cyc Greater width require Cycle paths may be Steeper grades may Streets in the Special Resi 	ed at intersections. required in accordan be permitted under dential (non-urban s	ce with network de special circumstan tyle) zone conform	esign. ces. to the following:-		
	 Does not include cyc Greater width require Cycle paths may be Steeper grades may Streets in the Special Resi The Residential Streets co 	ad at intersections. required in accordan be permitted under dential (non-urban s nform to the followin	ce with network de special circumstan tyle) zone conform g:-	esign. ces. to the following:-	Collector Street	
	2. Greater width require 3. Cycle paths may be 4. Steeper grades may Streets in the Special Resi The Residential Streets co Item	ad at intersections. required in accordan be permitted under dential (non-urban s nform to the followin A	ce with network de special circumstant yle) zone conform g:- ccess Place	esign. ces. to the following:- Access Street	Collector Street	
	Construction of the second secon	ad at intersections. required in accordan be permitted under dential (non-urban s nform to the followin A	ce with network despecial circumstant tyle) zone conform g:- ccess Place 50 lots ⁽¹⁾	esign. ces. to the following:- Access Street 100 lots	Collector Street 350 lots ⁽²⁾	
	2. Greater width require 3. Cycle paths may be 4. Steeper grades may Streets in the Special Resi The Residential Streets co Item Traffic Catchment (maximum Maximum Street Length Design Speed (movimum)	ad at intersections. required in accordan be permitted under dential (non-urban s nform to the followin A	ce with network de special circumstant tyle) zone conform g:- ccess Place 50 lots ⁽¹⁾ 900m	esign. ces. to the following:- Access Street 100 lots 1200m ⁽³⁾	Collector Street 350 lots ⁽²⁾ 1200m ⁽³⁾	
	2. Greater width require 3. Cycle paths may be 4. Steeper grades may Streets in the Special Resi The Residential Streets co Item Traffic Catchment (maximu Maximum Street Length Design Speed (maximum)	ad at intersections. required in accordan be permitted under dential (non-urban s nform to the followin A	cce with network do special circumstant tyle) zone conform g:- ccess Place 50 lots ⁽¹⁾ 900m 45km/h	esign. ces. to the following:- Access Street 100 lots 1200m ⁽³⁾ 60km/h	Collector Street 350 lots ⁽²⁾ 1200m ⁽³⁾ 60km/h	
	Corriageway Lanes	ad at intersections. required in accordan be permitted under dential (non-urban s nform to the followin A	cce with network despecial circumstant tyle) zone conform g:- ccess Place 50 lots ⁽¹⁾ 900m 45km/h 2 ⁽⁴⁾	esign. ces. to the following:- Access Street 100 lots 1200m ⁽³⁾ 60km/h 2	Collector Street 350 lots ⁽²⁾ 1200m ⁽³⁾ 60km/h 2	
	Corriageway Width	ad at intersections. required in accordan be permitted under dential (non-urban s nform to the followin A	cce with network de special circumstant tyle) zone conform g:- ccess Place 50 lots ⁽¹⁾ 900m 45km/h 2 ⁽⁴⁾ 6m	esign. ces. to the following:- Access Street 100 lots 1200m ⁽³⁾ 60km/h 2 7m	Collector Street 350 lots ⁽²⁾ 1200m ⁽³⁾ 60km/h 2 8m 0.5 m	
	Corriageway Width Verge Width (minimum)	ad at intersections. required in accordan be permitted under dential (non-urban s nform to the followin A um)	cce with network do special circumstant tyle) zone conform g:- ccess Place 50 lots ⁽¹⁾ 900m 45km/h 2 ⁽⁴⁾ 6m 5m	esign. ces. to the following:- Access Street 100 lots 1200m ⁽³⁾ 60km/h 2 7m 5m	Collector Street 350 lots ⁽²⁾ 1200m ⁽³⁾ 60km/h 2 8m 3.5m	
	Corriageway Width Verge Width (minimum)	ad at intersections. required in accordance be permitted under dential (non-urban so inform to the followin A im) A im)	cce with network do special circumstant tyle) zone conform g:- ccess Place 50 lots ⁽¹⁾ 900m 45km/h 2 ⁽⁴⁾ 6m 5m 20m	esign. ces. to the following:- Access Street 100 lots 1200m ⁽³⁾ 60km/h 2 7m 5m 20m	Collector Street 350 lots ⁽²⁾ 1200m ⁽³⁾ 60km/h 2 8m 3.5m 25m	
	Corriageway Width Verge Width (minimum) Reserve Width (minimum) Footpaths/Cycle paths/Brid	le rancs. ed at intersections. required in accordan be permitted under dential (non-urban s inform to the followin A im) le Paths a	cce with network despecial circumstant tyle) zone conform g:- ccess Place 50 lots ⁽¹⁾ 900m 45km/h 2 ⁽⁴⁾ 6m 5m 20m s required ⁽⁵⁾	esign. ces. to the following:- Access Street 100 lots 1200m ⁽³⁾ 60km/h 2 2 7m 5m 5m 20m as required ⁽⁵⁾	Collector Street 350 lots ⁽²⁾ 1200m ⁽³⁾ 60km/h 2 8m 3.5m 25m as required ⁽⁵⁾	
	Corriageway Width Verge Width (minimum) Footpaths/Cycle paths/Brid	ed at intersections. required in accordan be permitted under dential (non-urban s nform to the followin (m) (le Paths a (not	cce with network do special circumstant tyle) zone conform g:- ccess Place 50 lots ⁽¹⁾ 900m 45km/h 2 ⁽⁴⁾ 6m 5m 20m 5m 20m s required ⁽⁵⁾ o provision ⁽⁶⁾	esign. ces. to the following:- Access Street 100 lots 1200m ⁽³⁾ 60km/h 2 2 7m 5m 20m as required ⁽⁵⁾ no provision ⁽⁶⁾	Collector Street 350 lots ⁽²⁾ 1200m ⁽³⁾ 60km/h 2 8m 3.5m 25m as required ⁽⁵⁾ no provision ⁽⁶⁾	

ecific Outcomes for Assessable Development			Probable Solu	utions			
	Notes:-						
	 Theoretical limit only as maximum length controls in most cases. 						
	2. May be increased by widening the reserve.						
	 Maximum street lengths are interdependent. Essential criterion is maximum total travel time of 180 seconds Single lane 3.5m carriageway with special Council approval, maximum 12 lots and maximum length of 3001 As required by Council's network planning. 						
	 Parking bays may be required at cul-de-sac heads. 20% absolute maximum grade may be permitted under special circumstances. 						
	8. 16% absolute maximum grade may be permitted under special circumstances.						
	The Major Roads confo	rm to the following:-					
	Item		Sub-Arterial		Arterial		
	Traffic Volume (typical)	raffic Volume (typical) 12,000vpc		30,000vpd			
	Design Speed (minimu	<u>n)</u>	80km/h		100km/h		
	Carriageway Lanes		2		4		
	Reserve Width (minimu	im)	26m		40m		
	Maximum Grade		8%		6%		
	Streets in the Conserva	ation, Park & Open S	space, Sports & Reci	reation, Special Faci	ities and Special Pu	rposes zone s	
	conform to requirement	s of the adjoining zor	nes.				
The road network provides safe and convenient	PS 13 No solution pi	ovided.					
It between lots and the Major Road network.	PS 14 Intersection spacing (centreline – centreline) along a through road conforms with the following:-						
Intersections are spaced to create safe and convenient	(1) Streets in the Special Residential (urban style), Neighbourhood Facilities, Home Industry and Future Urban zones :						
Intersections are spaced to create safe and convenient movements.	(1) Streets in the Spec	Intersecting Through Road				-	
Intersections are spaced to create safe and convenient e movements.	(1) Streets in the Spec			• • • • • •	Artorial Road	Major	
Intersections are spaced to create safe and convenient e movements.	(1) Streets in the Species of Streets in the Species of Streets in the Species of Streets of Street	Access Street & Collector Street	Trunk Collector Street	Sub-Arterial Road ⁽¹⁾	Alterial Road	Arterial Road	
Intersections are spaced to create safe and convenient movements.	(1) Streets in the Species of through road	Access Street & Collector Street 60m	Trunk Collector Street 100m	Sub-Arterial Road ⁽¹⁾ 300m	500m	Arterial Road 1000m	
Intersections are spaced to create safe and convenient novements.	 (1) Streets in the Spectrum Intersecting Road Location On same side of through road On opposite sides of the through road 	Access Street & Collector Street 60m 40m	Trunk Collector Street 100m 60m	Sub-Arterial Road ⁽¹⁾ 300m 300m	500m	Arterial Road 1000m 1000m	

Specific Outcomes for Assessable Development	Probable Solutions							
	Intersections on same side				100m			
	Intersections on opposite sides:-							
	left-right stagger				100m			
	right-left stagger				30m			
	(2) Streets in the Spe	cial Residential (non-						
	Intersecting		Through Road					
	Road Location	Access Street & Collector Street	Urban Sub- Arterial Road ⁽¹⁾	Urban Arterial Road	Rural Sub- Arterial Road ⁽¹⁾	Rural Arterial Road		
	On same side of through road	100m	300m	500m	300m	500m		
	On opposite sides of the through road	100m	300m	500m	300m	500m		
	1. In the case of Su cases the followin out only):-	b-Arterial Roads, exi g absolute minimum	erial Roads, existing landholdings may require intersections at a lesser spacing. In such olute minimum spacings are used, but all turns access may not be permitted (i.e. left in/left					
	Intersections on same side 100m							
	Intersections on opposite sides:-							
	left-right stagger				100m			
	 right-left stagger 		30m					
X	(3) Streets in the Co zones conform to	nservation, Park & C requirements of the	ration, Park & Open Space, Sports & Recreation, Special Facilities and Special Purpos irrements of the adjoining <i>zones</i> .					
SO 15 All new <i>Council</i> controlled roads are fully constructed to meet user requirements with minimum maintenance costs.	o PS 15 All new Council controlled roads are fully constructed to Council standards.				S.			
SO 16 All <i>Council</i> controlled frontage roads are constructed to	o PS 16 All Council controlled frontage roads are constructed to Council standards as follows:-							
Council standards	Situation		Minimum Construction (1)					
	Frontage road unconst	ructed For Access	For Access Place and Access Street: full carriageway and verges.					
	or gravel road only	For Collector Street and Trunk Collector Street: verge adjoining new lots, carriageway (including near side kerb and channel) to a minimum sealed width of 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.						
	channel) to a minimum sealed width of 7m plus 1.5m wide (full depth pavement) gra- shoulder and table drainage to the opposite side.					ement) gravel		

CHAPTER 6, PART 2, DIVISION 11 - SUBDIVISION IN ALL OTHER ZONES DESIGN CODE

Specific Outcom	es for Assessable Development		Probable Solutions
		Frontage road sealed ⁽²⁾ but not constructed to Council standards	For Access Place and Access Street: reconstruction of full carriageway and verges. For Collector Street and Trunk Collector Street: reconstruction of verge adjoining new lots and carriageway (including near side kerb and channel) to a minimum sealed width of 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the remaining existing works.
			For Major Roads: verge adjoining new lots and carriageway (including near side kerb and channel) to a minimum sealed width of 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The works match into the remaining existing works.
		Frontage road ⁽²⁾ partially constructed to Council standards	For Access Place and Access Street: construction of all remaining carriageway and verges. For Collector Street and Trunk Collector Street: verge adjoining new lots and carriageway (including pear cide korb and channel) to inin evisting works. In any event the minimum
		C	sealed width to be constructed is 6m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side where necessary. The works match into the existing works.
			For Major Roads: verge adjoining new lots and carriageway (including near side kerb and channel) to join existing works. In any event the minimum sealed width is 7m plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side where necessary. The works match into the existing works.
		Notes:-	
		1 Construction includes all	Lassociated works (services, streetlighting and linemarking)
		2 Testing of the existing pa	associated works (services, silveelighting and internarking).
SO 17 Sealed and f	lood free access during minor storms is	2. resulting of the existing pe	a access during minor storms is available to the site from the pearest Major Dead
available between the	site and the nearest Major Road.	FS IT Sealed and hood hee	
SO 18 Access to the events.	lots remains trafficable during major storm	PS 18 Access roads to the during major storm events.	development have sufficient longitudinal and cross drainage to remain safely trafficable
11.3.4 Utilities			
SO 19 The following	utilities are provided:-	PS 19 No solution provided	
Locality	Utilities Provided		
Major Employment Centres	Water supply, sewerage, underground electricity, street lighting and communications services conduits		
Urban	Water supply, sewerage, underground electricity, street lighting and communications services conduits		

CHAPTER 6, PART 2, DIVISION 11 - SUBDIVISION IN ALL OTHER ZONES DESIGN CODE
CHAF	Specific Outcom	es for Assessable Development	Probable Solutions	
PTER 6, PA	Catchment	Water supply (if available), electricity, street lighting and communications services		
RT 2 - REC	Village	Water supply, sewerage, underground electricity, street lighting and communications services conduits		eRivers
ONFIG	Park Residential	Water supply, electricity, street lighting and communications services		Plan
URING	Rural Living	Electricity, street lighting and communications services		
A LOT	Mountain Summit and Forests	Electricity, street lighting and communications services		
DESIGN C	Coast and River Lands	Water supply (if available), electricity, street lighting and communications services		
ODES COI	Urban Corridor	Water supply, sewerage, underground electricity, street lighting and communications services conduits		CHAPTE
DES	SO 20 The provision of <i>public utilities</i> including sewerage, water supply, electricity, street lighting and communications services conforms to the standards of the relevant service authority.		PS 20 No solution provided.	R 6, PART 2, I
Effective from 15 December 2006	SO 21 Development only occurs in locations where adequate services are available for the desired use.		PS 21 The development has adequate services for the desired use.	DINISI
	SO 22 The water su Council's broad infra zone.	pply system is designed to conform with structure planning for the water supply	PS 22 No solution provided.	DN 11 - SL
	SO 23 The sewerage conform with Council catchment	ge transportation system is planned to "s broad infrastructure planning for the	PS 23 No solution provided.	IBDIVISIO
	SO 24 Any alteratic arising from the develue equipment or other iter telecommunications au or other person engage is carried out prior to the	on or relocation in connection with or opment to any service, installation, plant, m belonging to or under the control of the athority, electricity authorities, the Council ed in the provision of public utility services approval of the plan of subdivision.	PS 24 No solution provided.	N IN ALL OTHER ZC
	11.3.5 Pedestrian and Cyclist Networks			ONES
6-26	SO 25 The pedestri shortest and most convresidential areas, bus stations.	an network is designed to provide the venient links between industrial areas and routes (existing and planned) and railway	PS 25 No solution provided.	DESIGN COD
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Specific Outcomes for Assessable Development	Probable Solutions			
SO 26 Public access is provided to open space areas, rivers and water bodies as necessary to be consistent with and complement existing access arrangements and in accordance with the function of those areas.	PS 26 No solution provided.			
SO 27 The bikeway network is designed to provide the shortest and most convenient links between industrial areas and residential areas, bus routes (existing and planned) and railway stations.	PS 27 The bikeway network provides safe, attractive and convenient links between industrial areas and residential areas, bus routes (existing and planned) and railway stations. The network accords with Council's Bikeways Plan.			
11.3.6 Public Transport				
SO 28 The majority of residential lots are within convenient walking distance of an existing or potential bus route.	PS 28 and PS 29 Bus routes are incorporated into the development to ensure that 90% of the residential lots are within 700m (straight line measure) of the routes. Bus stops are provided at 400m maximum spacing and integrated with the			
SO 29 The road network provides for potential bus routes including safe, convenient stops and, where necessary, bus turnaround areas.	road and pedestrian network.			
SO 30 The road network provides for the extension of existing and future public transport routes.	PS 30 The development provides for extension of existing and future public transport routes.			
11.3.7 Park				
SO 31 Park and open space is provided for in accordance with <i>Planning Scheme Policy PSP26 Development Contributions for</i> <i>Trunk Infrastructure - Local Community Purposes.</i>	PS 31 No solution provided.			