

9 Development codes

9.4.1.10 Rural zone

9.4.1.10.1 Purpose - Rural zone

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

9.4.1.10.2 Requirement for assessment

Part N - Criteria for assessable development - Rural zone

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part N, Table 9.4.1.10.1 as well as the purpose statement and overall outcomes of this code.

Where development is categorised as assessable development - impact assessable, the assessment benchmarks become the whole of the planning scheme.

Table 9.4.1.10.1 Assessable development - Rural zone

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Lot size and design	
<p>PO1</p> <p>Reconfiguring of a lot, including boundary realignment, maintains or enhances the existing low density, open area character of the Rural zone and does not result in lot sizes of less than 100 hectares unless created to accommodate one of the following uses:</p> <ul style="list-style-type: none"> a. road severance; b. emergency services⁽²⁵⁾; c. water cycle management infrastructure; d. a waste management facility; e. telecommunication infrastructure; f. electricity infrastructure; g. cemetery⁽¹²⁾ or crematorium⁽¹⁸⁾; h. detention facility⁽²⁰⁾ 	<p>No example provided.</p>
<p>PO2</p> <p>Lot layout minimises the impacts of cutting, filling and retaining walls on the visual and physical amenity of the streetscape and of adjoining lots.</p>	<p>E2.1</p> <p>Development ensures that any cutting, filling, retaining walls and earthworks have maximum vertical dimensions of 1.5m either as a single element or a step in a terrace or series of terraces.</p>
	<p>E2.2</p> <p>Street alignment follows ridges or gullies or run perpendicular to slope.</p>
<p>PO3</p> <p>All new lots have a minimum of road frontage of 100m to allow for safe and convenient access.</p>	<p>No example provided.</p>
Boundary realignment	
<p>PO4</p>	<p>No example provided.</p>

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<p>Boundary realignment:</p> <ul style="list-style-type: none"> a. does not result in the creation, or in the potential creation of, additional lots; b. is an improvement on the existing land use situation; c. do not result in existing land uses on-site becoming non-compliant with planning scheme criteria; d. results in lots which have appropriate size, dimensions and access to cater for uses consistent with the zone; e. infrastructure and services are wholly contained within the lot they serve; f. ensures the uninterrupted continuation of lots providing for their own private servicing. 	
<p>Community title and lease</p>	
<p>PO5</p> <p>Reconfiguring a lot which separates existing or approved buildings whether or not including land, or separates land by way of lease does not result in land uses becoming unlawful or dependant elements of a use being separated by title.</p>	<p>No example provided.</p>
<p>Volumetric subdivision</p>	
<p>PO6</p> <p>The reconfiguring of the space above or below the surface of the land facilitates appropriate development in accordance with the intent of the zone or precinct in which the land is located or is consistent with a lawful approval that has not lapsed.</p>	<p>No example provided.</p>
<p>Access Easements</p>	
<p>PO7</p> <p>Access easements contain a driveway constructed to an appropriate standard for the intended use.</p>	<p>No example provided.</p>
<p>PO8</p> <p>Where the access easement adjoins a constructed road, it has appropriate grade, verge cross section and safe sight distance for accessing vehicles, through traffic, and active transport users.</p>	<p>No example provided.</p>

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<p>PO9</p> <p>The easement covers all works associated with the access.</p>	<p>E9</p> <p>The easement covers all driveway construction including cut and fill batters, drainage works and utility services.</p>
<p>PO10</p> <p>Relocation or alteration of existing services are undertaken as a result of the access easement.</p>	<p>No example provided.</p>
<p>Street design and layout</p>	
<p>PO11</p> <p>Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions:</p> <ul style="list-style-type: none"> a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. expected traffic speeds and volumes; e. utilities and stormwater drainage; f. lot access, sight lines and public safety; g. emergency access and waste collection; h. wildlife movement (where relevant). <p>Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO.</p> <p>Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.</p>	<p>No example provided.</p>
<p>PO12</p>	<p>E12.1</p>

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<p>The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development.</p> <p>Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs:</p> <ul style="list-style-type: none"> development is within 200m of a transport sensitive location such as a school, shopping centre, bus or train station or a large generator of pedestrian or vehicular traffic; forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection in the morning or afternoon transport peak within 10 years of the development completion; development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; residential development greater than 50 lots or dwellings; offices greater than 4,000m² Gross Floor Area (GFA); retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m² GFA; warehouses and Industry greater than 6,000m² GFA; on-site carpark greater than 100 spaces; development has a trip generation rate of 100 vehicles or more within the peak hour; development which dissects or significantly impacts on an environmental area or an environmental corridor. <p>The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study.</p> <p>Note - The road network is mapped on Overlay map - Road hierarchy.</p> <p>Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.</p>	<p>New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Design is to be in accordance with Planning scheme policy - Integrated design.</p> <p>Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable.</p> <p>Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable.</p>
<p>PO13</p> <p>New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users.</p>	<p>E12.2</p> <p>Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</p> <p>Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable.</p> <p>Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable.</p> <p>E12.3</p> <p>The active transport network is extended in accordance with Planning scheme policy - Integrated design.</p> <p>E13</p> <p>New intersection spacing (centreline – centreline) along a through road conforms with the following:</p> <ol style="list-style-type: none"> Where the through road provides an access or collector function:

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<p>Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards.</p> <p>Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.</p>	<ul style="list-style-type: none"> i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side = 50 metres; <p>b. Where the through road provides a sub-arterial function:</p> <ul style="list-style-type: none"> i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side = 150 metres. <p>c. Where the through road provides an arterial function:</p> <ul style="list-style-type: none"> i. intersecting road located on the same side = 500 metres; ii. intersecting road located on opposite side = 250 metres. <p>Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads.</p> <p>Note - The road network is mapped on Overlay map - Road hierarchy.</p> <p>Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.</p>
<p>PO14</p> <p>Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road.</p> <p>Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.</p>	<p>E14</p> <p>Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed.</p> <p>Note - The road network is mapped on Overlay map - Road hierarchy.</p>
<p>Utilities</p>	
<p>PO15</p> <p>All services, including water supply, sewage disposal, electricity, street lighting telecommunications and gas (if available) are provided in a manner that:</p>	<p>E15</p> <p>Each lot is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).</p>

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<ul style="list-style-type: none"> a. is effective in delivery of service and meets reasonable community expectations; b. has capacity to service the maximum lot yield envisaged for the zone and the service provider's design assumptions; c. ensures a logical, sequential, efficient and integrated roll out of the service network; d. is conveniently accessible in the event of maintenance or repair; e. minimises whole of life cycle costs for that infrastructure provided; f. minimises risk of potential adverse impacts on natural and physical environment; g. minimises risk of potential adverse impact on amenity and character values; h. recognises and promotes Councils Total Water Cycle Management policy and the efficient use of water resources. 									
Stormwater location and design									
<p>PO16</p> <p>Stormwater drainage infrastructure (including inter-allotment drainage) within private land is protected by easements in favour of Council with sufficient area for practical access for maintenance.</p> <p>Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</p>	<p>E16.1</p> <p>Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:</p> <table border="1" data-bbox="810 1518 1433 2078"> <thead> <tr style="background-color: #cccccc;"> <th>Pipe Diameter</th> <th>Minimum Easement Width (excluding access requirements)</th> </tr> </thead> <tbody> <tr> <td>Stormwater pipe up to 825mm diameter</td> <td>3.0m</td> </tr> <tr> <td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td> <td>4.0m</td> </tr> <tr> <td>Stormwater pipe greater than 825mm diameter</td> <td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side).</td> </tr> </tbody> </table>	Pipe Diameter	Minimum Easement Width (excluding access requirements)	Stormwater pipe up to 825mm diameter	3.0m	Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter	4.0m	Stormwater pipe greater than 825mm diameter	Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side).
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	<p>Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.</p> <p>Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</p>
	<p>E16.2</p> <p>Easements are provided over all headwalls and outlet structures within private land. The easement is to cover all drainage works and extend to the point where the stormwater flows return to natural flow conditions.</p>
<p>Park⁽⁵⁷⁾ and open space</p>	
<p>PO17</p> <p>Park⁽⁵⁷⁾ and open space, where required, is provided of a size and design standard to meet the needs of the expected users.</p> <p>Note - To determine the size and design standards for Parks⁽⁵⁷⁾ refer to Planning scheme policy - Integrated design.</p>	<p>No example provided.</p>
<p>Native vegetation where not located in the Environmental areas overlay</p>	
<p>PO18</p> <p>Reconfiguring a lot facilitates the retention of native vegetation by:</p> <ol style="list-style-type: none"> incorporating native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; ensuring habitat trees are located outside a development footprint. Where habitat trees are to be cleared, replacement fauna nesting boxes are provided at the rate of 1 nest box for every hollow removed. Where hollows have not yet formed in trees > 80cm in diameter at 1.3m height, 3 nest boxes are required for every habitat tree removed. providing safe, unimpeded, convenient and ongoing wildlife movement; avoiding creating fragmented and isolated patches of native vegetation. ensuring that biodiversity quality and integrity of habitats is not adversely impacted upon but are maintained and protected; 	<p>No example provided.</p>

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<ul style="list-style-type: none"> f. ensuring that soil erosion and land degradation does not occur; g. ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies. 	
Noise	
<p>PO19</p> <p>Noise attenuation structure (e.g. walls, barriers or fences):</p> <ul style="list-style-type: none"> a. contribute to safe and usable public spaces, through maintaining high levels of surveillance of parks, streets and roads that serve active transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintain the amenity of the streetscape. <p>Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise.</p> <p>Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.</p>	<p>E19</p> <p>Noise attenuation structures (e.g. walls, barriers or fences):</p> <ul style="list-style-type: none"> a. are not visible from an adjoining road or public area unless; <ul style="list-style-type: none"> i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. <p>Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.</p> <p>Note - Refer to Overlay map – Active transport for future active transport routes.</p>
Values and constraints criteria	
<p>Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.</p> <p>Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply)</p> <p>Note - The preparation of a bushfire management plan in accordance with Planning scheme policy - Bushfire prone areas can assist in demonstrating compliance with the following performance criteria. The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.</p>	
<p>PO20</p> <p>Lots are designed to:</p>	<p>E20</p> <p>Reconfiguring a lot ensures that all new lots are of an appropriate size, shape and layout to allow for the siting of future buildings being located:</p>

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<ul style="list-style-type: none"> a. minimise the risk from bushfire hazard to each lot and provide the safest possible siting for buildings and structures; b. limit the possible spread paths of bushfire within the reconfiguring; c. achieve sufficient separation distance between development and hazardous vegetation to minimise the risk to future buildings and structures during bushfire events; d. maintain the required level of functionality for emergency services and uses during and immediately after a natural hazard event. 	<ul style="list-style-type: none"> a. within an appropriate development footprint; b. within the lowest hazard locations on a lot; c. to achieve minimum separation between development or development footprint and any source of bushfire hazard of 20m or the distance required to achieve a Bushfire Attack Level BAL (as identified under AS3959-2009), whichever is the greater; d. to achieve a minimum separation between development or development footprint and any retained vegetation strips or small areas of vegetation of 10m or the distance required to achieve a Bushfire Attack Level BAL (as identified under AS3959-2009), whichever is the greater; e. away from ridgelines and hilltops; f. on land with a slope of less than 15%; g. away from north to west facing slopes.
<p>PO21</p> <p>Lots provide adequate water supply and infrastructure to support fire-fighting.</p>	<p>E21</p> <p>For water supply purposes, reconfiguring a lot ensures that:</p> <ul style="list-style-type: none"> a. lots have access to a reticulated water supply provided by a distributor retailer for the area; or b. where no reticulated water supply is available, on-site fire fighting water storage containing not less than 10000 litres and located within a development footprint.
<p>PO22</p> <p>Lots are designed to achieve:</p> <ul style="list-style-type: none"> a. safe site access by avoiding potential entrapment situations; b. promote accessibility and manoeuvring for fire-fighting during bushfire. 	<p>E22</p> <p>Reconfiguring a lot ensures a new lot is provided with:</p> <ul style="list-style-type: none"> a. direct road access and egress to public roads; b. an alternative access where the private driveway is longer than 100m to reach a public road; c. driveway access to a public road that has a gradient no greater than 12.5%; d. minimum width of 3.5m.
<p>PO23</p> <p>The road layout and design supports:</p>	<p>E23</p> <p>Reconfiguring a lot provides a road layout which:</p>

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<ul style="list-style-type: none"> a. safe and efficient emergency services access to all lots; and manoeuvring within the subdivision; b. availability and maintenance of access routes for the purpose of safe evacuation. 	<ul style="list-style-type: none"> a. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by: <ul style="list-style-type: none"> i. a cleared width of 20m; ii. road gradients not exceeding 12.5%; iii. pavement and surface treatment capable of being used by emergency vehicles; iv. Turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines. b. Or if the above is not practicable, a fire maintenance trail separates the lots from hazardous vegetation on adjacent lots incorporating: <ul style="list-style-type: none"> i. a minimum cleared width of 6m and minimum formed width of 4m; ii. gradient not exceeding 12.5%; iii. cross slope not exceeding 10%; iv. a formed width and erosion control devices to the standards specified in Planning scheme policy - Integrated design; v. a turning circle or turnaround area at the end of the trail to allow fire fighting vehicles to manoeuvre; vi. passing bays and turning/reversing bays every 200m; vii. an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service or located on public land. c. excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the lots from hazardous vegetation on adjacent lots; and d. excludes dead-end roads.
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Environmental areas (refer Overlay map - Environmental areas to determine if the following assessment criteria apply)

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<p>Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.</p> <p>Editors' Note - The accuracy of overlay mapping can be challenged through the development application process (code assessable development) or by way of a planning scheme amendment. See Council's website for details.</p>	
<p>PO24</p> <p>No new boundaries are to be located within 4m of a High Value Area.</p>	<p>No example provided.</p>
<p>PO25</p> <p>Lots are designed to:</p> <ol style="list-style-type: none"> minimise the extent of encroachment into the MLES waterway buffer or a MLES wetland buffer; ensure quality and integrity of biodiversity and ecological values is not adversely impacted upon but are maintained and protected; incorporate native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; provide safe, unimpeded, convenient and ongoing wildlife movement; avoid creating fragmented and isolated patches of native vegetation; ensuring that soil erosion and land degradation does not occur; ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies. <p>AND</p> <p>Where development results in the unavoidable loss of native vegetation within a MLES waterway buffer or a MLES wetland buffer, an environmental offset is required in accordance with the environmental offset requirements identified in Planning scheme policy - Environmental areas.</p>	<p>E25</p> <p>Reconfiguring a lot ensures that no additional lots are created within a Value Offset Area.</p>
<p>Extractive resources transport route buffer (refer Overlay map - Extractive resources to determine if the following assessment criteria apply)</p> <p>Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.</p>	
<p>PO26</p> <p>Lots provide a development footprint outside of the buffer.</p>	<p>No example provided.</p>

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<p>PO27</p> <p>Access to a lot is not from an identified extractive industry transportation route, but to an alternative public road.</p>	<p>No example provided.</p>
<p>Extractive resources separation area(refer Overlay map - Extractive resources to determine if the following assessment criteria apply)</p> <p>Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.</p>	
<p>PO28</p> <p>Lots provide a development footprint outside of the separation area.</p>	<p>No example provided.</p>
<p>Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply)</p> <p>Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.</p>	
<p>PO29</p> <p>Lots do not:</p> <ol style="list-style-type: none"> a. reduce public access to a heritage place, building, item or object; b. create the potential to adversely affect views to and from the heritage place, building, item or object; c. obscure or destroy any pattern of historic subdivision, historical context, landscape setting or the scale and consistency of the urban fabric relating to the local heritage place. 	<p>No example provided.</p>
<p>PO30</p> <p>Reconfiguring a lot retains significant trees and incorporates them into the subdivision design, development layout and provision of infrastructure.</p>	<p>No example provided.</p>
<p>Infrastructure buffers (refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply)</p> <p>Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.</p>	
<p>Bulk water supply infrastructure</p>	

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<p>PO31</p> <p>Reconfiguration of lots does not compromise or adversely impact upon the efficiency and integrity of Bulk water supply infrastructure.</p>	<p>No example provided.</p>
<p>PO32</p> <p>Reconfiguring of lots ensures that access requirements of Bulk water supply infrastructure are maintained.</p>	<p>E32</p> <p>Bulk water supply infrastructure traversing or within private land are protected by easement in favour of the service provider for access and maintenance.</p>
<p>PO33</p> <p>Development within a Bulk water supply infrastructure buffer:</p> <ul style="list-style-type: none"> a. is located, designed and constructed to protect the integrity of the water supply pipeline; b. maintains adequate access for any required maintenance or upgrading work to the water supply pipeline. 	<p>E33</p> <p>New lots provide a development footprint outside the Bulk water supply infrastructure buffer.</p>
<p>PO34</p> <p>Boundary realignments:</p> <ul style="list-style-type: none"> a. do not result in the creation of additional building development opportunities within the buffer; b. results in the reduction of building development opportunities within the buffer. 	<p>No example provided.</p>
<p>Gas pipeline buffer</p>	
<p>PO35</p> <p>New lots provide a development footprint outside of the buffer.</p>	<p>No example provided.</p>
<p>PO36</p> <p>The creation of new lots does not compromise or adversely impact upon the efficiency and integrity of supply.</p>	<p>No example provided.</p>
<p>PO37</p> <p>The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.</p>	<p>No example provided.</p>
<p>PO38</p>	<p>No example provided.</p>

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<p>Boundary realignments:</p> <ul style="list-style-type: none"> a. do not result in the creation of additional building development opportunities within the buffer; b. results in the reduction of building development opportunities within the buffer. 	
<p>High voltage electricity line buffer</p>	
<p>PO39</p> <p>New lots provide a development footprint outside of the buffer.</p>	<p>No example provided.</p>
<p>PO40</p> <p>The creation of lots does not compromise or adversely impact upon the efficiency and integrity of supply.</p>	<p>E40</p> <p>No new lots are created within the buffer area.</p>
<p>PO41</p> <p>The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.</p>	<p>E41</p> <p>No new lots are created within the buffer area.</p>
<p>PO42</p> <p>Boundary realignments:</p> <ul style="list-style-type: none"> a. do not result in the creation of additional building development within the buffer; b. result in the reduction of building development opportunities within the buffer. 	<p>No example provided.</p>
<p>Wastewater treatment s buffer</p>	
<p>PO43</p> <p>New lots provide a development footprint outside of the buffer.</p>	<p>No example provided.</p>
<p>PO44</p> <p>Boundary realignments:</p> <ul style="list-style-type: none"> a. do not result in the creation of additional building development opportunities within the buffer; b. results in the reduction of building development opportunities within the buffer. 	<p>No example provided.</p>

<p>Landslide hazard (refer Overlay map - Landslide hazard to determine if the following assessment criteria apply)</p> <p>Note - The preparation of a site-specific geotechnical assessment report in accordance with Planning scheme policy - Landslide hazard can assist in demonstrating compliance with the following performance criteria. The identification of a development footprint on will assist in demonstrating compliance with the following performance criteria.</p>	
<p>PO45</p> <p>Lots ensure that:</p> <ul style="list-style-type: none"> a. future building location is located in part of a site not subject to landslide risk; b. the need for excessive on-site works, change to finished landform, or excessive vegetation clearance to provide for future development is avoided; c. there is minimal disturbance to natural drainage patterns; d. earthworks does not: <ul style="list-style-type: none"> i. involve cut and filling having a height greater than 1.5m; ii. involve any retaining wall having a height greater than 1.5m; iii. involve earthworks exceeding 50m³; iv. redirect or alter the existing flows of surface or groundwater. 	<p>E45.1</p> <p>Lots provides development footprint for all lots free from risk of landslide.</p>
	<p>E45.2</p> <p>Development footprints and driveways for a lot does not exceed 15% slope.</p>
<p>Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply)</p> <p>Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.</p>	
<p>PO46</p> <p>Development:</p> <ul style="list-style-type: none"> a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure. 	<p>No example provided.</p>
<p>PO47</p>	<p>E47</p>

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<p>Development:</p> <ul style="list-style-type: none"> a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. <p>Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow..</p>	<p>Development ensures that any buildings are not located in an Overland flow path area.</p> <p>Note: A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding property.</p>
<p>PO48</p> <p>Development does not:</p> <ul style="list-style-type: none"> a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure. <p>Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.</p> <p>Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.</p> <p>Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow</p>	<p>No example provided.</p>
<p>PO49</p> <p>Development protects the conveyance of overland flow such that easements for drainage purposes are provided over:</p> <ul style="list-style-type: none"> a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; and b. an overland flow path where it crosses more than one property. <p>Note - Refer to Planning scheme policy - Integrated design for details and examples.</p>	<p>No example provided.</p>

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<p>Note - Stormwater drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.</p>	
<p>Additional criteria for development for a Park⁽⁵⁷⁾</p>	
<p>PO50</p> <p>Development for a Park⁽⁵⁷⁾ ensures that the design and layout responds to the nature of the overland flow affecting the premises such that:</p> <ol style="list-style-type: none"> a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised. 	<p>E50</p> <p>Development for a Park⁽⁵⁷⁾ ensures works are provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated Design.</p>
<p>Riparian and wetland setbacks (refer Overlay map - Riparian and wetland setback to determine if the following assessment criteria apply)</p> <p>Note - - W1, W2 and W3 waterway and drainage lines, and wetlands are mapped on Schedule 2, Section 2.5 Overlay Maps – Riparian and wetland setbacks.</p>	
<p>PO51</p> <p>Lots are designed to:</p> <ol style="list-style-type: none"> a. minimise the extent of encroachment into the riparian and wetland setback; b. ensure the protection of wildlife corridors and connectivity; c. reduce the impact on fauna habitats; d. minimise edge effects; e. ensure an appropriate extent of public access to waterways and wetlands. 	<p>E51</p> <p>Reconfiguring a lot ensures that:</p> <ol style="list-style-type: none"> a. no new lots are created within a riparian and wetland setback; b. new public roads are located between the riparian and wetland setback and the proposed new lots. <p>Note - Riparian and wetlands are mapped on Schedule 2, Section 2.5 Overlay Maps – Riparian and wetland setbacks.</p>
<p>Scenic amenity (refer Overlay map - Scenic amenity to determine if the following assessment criteria apply)</p> <p>Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.</p>	
<p>PO52</p> <p>Lots are sited, designed and oriented to:</p>	<p>No example provided.</p>

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<ul style="list-style-type: none">a. maximise the retention of existing trees and land cover including the preservation of ridgeline vegetation and coastal trees;b. maximise the retention of highly natural and vegetated areas and natural landforms by minimising the use of cut and fill;c. ensure that buildings and structures are not located on a hill top or ridgeline;d. ensure that roads, driveways and accessways go across land contours, and do not cut straight up slopes and follow natural contours, not resulting in batters or retaining walls being greater than 1m in height.	
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