## 9.4.2 General Works and Infrastructure Code

### 9.4.2.1 Application

(1) This code applies to accepted development subject to requirements and assessable development for which the General Works and Infrastructure Code is identified in the 'Assessment Benchmarks and Required Outcomes' column in Part 5 — Tables of Assessment /Categorisation Tables.

(2) When using this code, reference should be made to Section 5.3.2 — Determining the category of development and category of assessment and, where applicable, Section 5.3.3 — Determining the requirements for accepted development and assessment benchmarks and other matters for assessable development located in Part 5 — Tables of assessment.

### 9.4.2.2 Purpose and Overall Outcomes

(1) The purpose of the General Works and Infrastructure Code is to ensure that:

a. all works, including operational work relating to development requiring an approval result in finished works that are designed and constructed to an appropriate standard;
b. development protects existing infrastructure and future planned infrastructure;
c. suitable cost-effective infrastructure is provided to service the development and continues to provide a high level of service over an appropriate design life; and
d. amenity is preserved during construction and once the use has commenced, and community and personal health and safety, surrounding premises and the environment are all protected from any adverse consequences that could result from development.

(2) The purpose of this code will be achieved through the following overall outcomes:

a. works and infrastructure are designed and constructed to an appropriate standard, do not adversely impact on existing or future public utilities or infrastructure, are cost effective, provide a high level of service over an appropriate design life, and maintain the expected level of amenity during and after construction;
b. infrastructure that is intended to become a Council asset is safe, aesthetically pleasing, functional, fit for purpose, durable, minimises environmental impacts and has minimal whole-of-life cost;
c. movement networks are designed and constructed to be functional, resilient and safe;
d. development is provided with a safe and reliable transport network for all modes that has a minimal whole-of-life cost;
e. vehicular crossings provide safe access from the edge of the road carriageway to the property boundary;
f. vehicular crossings are located and constructed to avoid adverse impacts on existing street trees, utilities and infrastructure;
g. stormwater management systems maintain and enhance natural catchment hydrological processes;
h. the efficiency and integrity of the existing stormwater infrastructure network is maintained or enhanced;
i. development achieves acceptable levels of stormwater run-off quality;
j. outdoor lighting provides effective illumination whilst minimising the adverse impacts of spill lighting on adjoining uses;
k. development promotes a safe environment and reduces any potential for crime;
l. public utilities and services are provided to standards acceptable to Council and to meet the requirements of the relevant infrastructure provider;
m. the community and the environment are not unreasonably disrupted or impacted by works, construction or demolition activities; and
n. building plant, services and storage areas are designed and located to avoid nuisance to adjoining premises and avoid an unattractive appearance when viewed from the street.

### 9.4.2.3 Specific Benchmarks for Assessment

**Table 9.4.2.3.1 — Benchmarks for Accepted Development Subject to Requirements**

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| **1 Driveways and Vehicular Crossings** | **RO1.1**<br>Vehicular crossings are designed and constructed in accordance with relevant Council standard drawings.<br><br>Note: Part 7 — Standards for Construction of Roadworks, Division 3 Urban Roadworks and Access, 7.3.1 Vehicular Crossings of the General Works and Infrastructure Planning Scheme Policy provides references to standard drawings for vehicular crossings. |
| | **RO1.2**<br>The maximum number of vehicular crossings per site is:<br>a. for a dwelling house, 1 crossing, or 2 crossings where the road frontage at the property boundary is |

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| | greater than 40m;<br>b. for a dual occupancy or multiple dwelling, 1 crossing, or 2 crossings where the road frontage at the property boundary is greater than 20m; and<br>c. for a non-residential use, 2 crossings. |
| | **RO1.3**<br>Vehicular crossings are located to achieve a separation of:<br>a. 3m from other vehicular crossings;<br>b. 1.5m from a side property boundary in a residential development of 2 dwellings or less; and<br>c. 2m from a side property boundary for all other development. |
| | **RO1.4**<br>The construction of the driveway or vehicular crossing does not cause damage to existing trees located within the verge. |
| | **RO1.5**<br>Corner lots are accessed from the lower order street (secondary frontage), and as far as is possible from the intersection. |

**Table 9.4.2.3.2 — Benchmarks for Assessable Development**

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| **1**<br>**General** | |
| **PO1.1**<br>Works are designed and constructed in accordance with the relevant standards. | **AO1.1**<br>Works are designed and constructed in accordance with the standards and requirements outlined in the General Works and Infrastructure Planning Scheme Policy. |
| **PO1.2**<br>Development provides the necessary infrastructure to service the development.<br><br>Note: The delivery of any part of a network identified in the approved plans as being for trunk infrastructure is determined by Part 6 Local Government Infrastructure Plan. | **AO1.2**<br>No accepted outcome provided. |
| **PO1.3**<br>Development preserves amenity and health and safety, and the integrity of surrounding premises.<br><br>Note: A construction works management plan outlining the management of the site during construction is the preferred method for addressing this performance outcome. | **AO1.3**<br>No accepted outcome provided. |
| **PO1.4**<br>Hours of construction are limited to minimise adverse impacts to surrounding premises during construction. | **AO1.4**<br>Construction only occurs between 6:30am and 6:30pm Monday to Saturday excluding public holidays, unless varied by a development approval. |
| **2**<br>**Roadworks — Construction and Maintenance** | |
| **PO2.1**<br>Roads are provided with the characteristics required by their determined road type in the road hierarchy, and in accordance with the design and construction standards outlined in SC6.2 General Works and Infrastructure Planning Scheme Policy, and in all cases:<br>a. roads are designed and constructed to be fit for purpose to provide access, servicing of development and deliver a low-maintenance asset with a minimal whole of life cost;<br>b. design and construction achieves a design life of 20 years;<br>c. pavements are durable, ensure safe passage, provide adequate stormwater discharge, all-weather access and reasonable travel comfort;<br>d. the road edge is designed and constructed to delineate the carriageway and provide for people with disabilities;<br>e. verges provide safe access for pedestrians and vehicles | **AO2.1**<br>No accepted outcome provided. |

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| onto properties, and sufficient area for public utility services; in accordance with the General Works and Infrastructure Planning Scheme Policy; and<br>f. laneways and pathways are designed to be functional and safe, achieving good connectivity with the surrounding road network.<br><br>Note: Road, laneway and pathway design standards are provided in Part 1 — Standard for Design of Roadworks and Part 7 — Standards for Construction of Roadworks of the General Works and Infrastructure Planning Scheme Policy SC6.2. | |
| **3**<br>**Roadworks — Associated Structures** | |
| **PO3.1**<br>Structures associated with the provision of roads, pathways and laneways are provided using proven methods and in accordance with the relevant standards. | **AO3.1**<br>Structures associated with the provision of roads, pathways and laneways are provided in accordance with the relevant standards outlined in the General Works and Infrastructure Planning Scheme Policy.<br><br>Note: Sections within the General Works and Infrastructure Planning Scheme outlining requirements for associated structures include: Signs and Road Markings (1.1.13), Road Edge Guide Posts and Safety Barriers (1.1.14), Bus Stops (1.1.15), and Gullies and Access Chambers (2.1.2) |
| **4**<br>**Roadworks — Street Design** | |
| **PO4.1**<br>Streets are provided with the characteristics required by their determined road type in the road hierarchy and in accordance with the appropriate design and construction standards, and ensure:<br>a. safe and secure travel for pedestrians, bicycles, rideables and vehicles;<br>b. access to properties for all transport modes;<br>c. accessibility for people with special ambulatory needs;<br>d. sufficient area for the provision of utilities;<br>e. desirable aesthetics and amenity, liveability and growth; and<br>f. the practical amelioration of noise and other pollution. | **AO4.1**<br>Streets are designed and constructed in accordance with the standards and requirements outlined in the General Works and Infrastructure Planning Scheme Policy.<br><br>Note: Part 1 — Standards for Design of Roadworks and Part 7 — Standards for Construction of Roadworks of the General Works and Infrastructure Planning Scheme Policy include specific provisions for street design and construction. |
| **5**<br>**Driveways and Vehicular Crossings** | |
| **PO5.1**<br>Driveways and vehicular crossings are designed and constructed in accordance with proven methods and the relevant standards. | **AO5.1**<br>Driveways and vehicular crossings are designed and constructed in accordance with the standards and requirements outlined in the General Works and Infrastructure Planning Scheme Policy.<br><br>Note: Part 7 — Standards for Construction of Roadworks, Division 3 Urban Roadworks and Access, 7.3.1 Vehicular Crossings of the General Works and Infrastructure Planning Scheme Policy provides references to standard drawings for vehicular crossings. |
| **PO5.2**<br>The location of vehicular crossings provides maximum visibility and does not compromise the safety, capacity and effective operation of streets. | **AO5.2**<br>No accepted outcome provided. |
| **PO5.3**<br>The location of vehicular crossings considers the value of street trees in the urban landscape and maintains trees within the road reserve wherever possible. | **AO5.3**<br>The construction of the driveway or vehicular crossing does not cause damage to existing trees located within the verge. |
| **PO5.4** | **AO5.4** |

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| Driveways and private roads allow for safe evacuation and access for fire trucks. | Driveways and private roads are designed in accordance with the requirements of Queensland Fire and Emergency Services 'Fire Hydrant and Vehicle Access Guidelines for residential, commercial and industrial lots 2015' to provide safe evacuation and access for fire trucks. |
| **PO5.5**<br>Driveways and private roads are designed to provide access and manoeuvring so that refuse vehicles can enter and exit the site in a forward gear where refuse collection is required. | **AO5.5**<br>No accepted outcome provided. |
| **6**<br>**Stormwater and Water Sensitive Urban Design — General** | |
| **PO6.1**<br>Development does not cause adverse stormwater drainage or water quality and quantity impacts on or off the site, meeting the required stormwater quality and quantity objectives including protecting the quality of surface waters, ground waters and the existing natural flow of waterways. | **AO6.1**<br>Stormwater quantity is managed in accordance with the standards outlined:<br>a. Part 2 — Standards for Design of Stormwater Drainage Works;<br>b. Part 3 — Stormwater Quantity, Quality and Floodplain Management; and<br>c. Part 8 — Standards for Construction of Stormwater Drainage Works of the General works and infrastructure planning scheme policy. |
| **PO6.2**<br>The impacts of construction and operational activities on stormwater quantity and quality are minimised both on and off the site.<br><br>Note: A Stormwater quantity and quality management plan prepared in accordance with the requirements of Part 3 Stormwater Quality, Quantity and Floodplain Management of the General Works and Infrastructure Planning Scheme Policy is the preferred method for addressing this performance outcome. | **AO6.2**<br>No accepted outcome provided. |
| **7**<br>**Stormwater and Water Sensitive Urban Design — Stormwater Infrastructure Design** | |
| **PO7.1**<br>Stormwater infrastructure is designed and constructed to meet peak flow requirements using proven methods and in accordance with the relevant standards including the Queensland Urban Drainage Manual (QUDM).<br><br>Note: Stormwater infrastructure is designed and constructed in accordance with the standards and requirements outlined in Part 2 — Standards for Design of Stormwater Drainage Works, Part 3 — Stormwater Quantity, Quality and Floodplain Management and Part 8 — Standards for Construction of Stormwater Drainage Works of the General Works and Infrastructure Planning Scheme Policy. | **AO7.1**<br>No accepted outcome provided. |
| **PO7.2**<br>Development provides the necessary stormwater infrastructure to service the development and integrates that infrastructure with the existing stormwater management network. | **AO7.2**<br>No accepted outcome provided. |
| **PO7.3**<br>Stormwater infrastructure has sufficient capacity to manage all designed for run-off and peak flows and:<br>a. large areas of impervious material are minimised;<br>b. opportunities for capture and reuse are maximised;<br>c. sufficient area is provided within the site to accommodate an effective stormwater management system; and<br>d. the design of the stormwater infrastructure manages all upstream water inputs (including surface water) and fully considers and minimises the downstream implications of | **AO7.3**<br>No accepted outcome provided. |

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| the development. | |
| **PO7.4**<br>a. All development shall discharge to a lawful point of discharge in accordance with the Queensland Urban Drainage Manual.<br>b. Where the lawful point of discharge is to a park, the receiving waterway shall be an appropriately designed, naturalised and constructed within an existing channel or waterway. Any works undertaken within the park shall ensure that the park function is not degraded and the written permission of the asset owner is obtained and submitted in support of the relevant development application.<br>c. A lawful point of discharge is established for infill (brown field) development where the site slopes downward away from the road reserve and no inter-allotment drainage system exists. If the drainage system passes through a private property, a letter of consent from the owner(s) of downstream property(ies) must be submitted as a part of an approval process for the development application and a drainage easement obtained.<br><br>Note: Discharge to the road reserve provides a lawful point of discharge. Where discharge to the road reserve is not possible, a lawful point of discharge may also include discharge to reserve land or to a stormwater easement, or by direct input into the stormwater management system (see the criteria for lawful point of discharge in the *Queensland Urban Drainage Manual (Part 3.9.1 Lawful point of discharge test)*.<br><br>Note: For large scale development or development adjacent to waterways or wetlands, it may be preferable to reduce discharge to negligible levels by including detention or retention in the stormwater design, and by the re-use of water on site for irrigation or other purposes (see requirements of the Part 4 — Stormwater and water sensitive design of the General Works and Infrastructure Planning Scheme Policy). | **AO7.4**<br>No accepted outcome provided. |
| **PO7.5**<br>Stormwater infrastructure does not have an adverse effect on floodplain management, and is designed to:<br>a. minimise the impact of flooding within and external to the site;<br>b. ensure access is maintained as much as is practically possible during flood events;<br>c. resist damage from flood waters;<br>d. provide effective management of upstream floodwater inputs and downstream floodwater dispersal, and<br>e. maintain its designed functionality during a flood event.<br>Note: Where within or adjacent to a floodplain, stormwater infrastructure is designed and constructed in accordance with the requirements of the SC6.2 General Works and Infrastructure Planning Scheme Policy. | **AO7.5**<br>No accepted outcome provided. |
| **PO7.6**<br>Alterations to the established patterns of the overland flow of water are avoided to:<br>a. reduce runoff, peak flows, intensity and velocity; and<br>b. minimise ponding and the corresponding risks to health and safety. | **AO7.6**<br>No accepted outcome provided. |
| **PO7.7**<br>Stormwater infrastructure is designed and constructed to minimise risks to health and safety, preserve the integrity of buildings and structures, be safely accessible and efficiently maintained and to integrate with the existing stormwater infrastructure. | **AO7.7**<br>No accepted outcome provided. |
| **8**<br>**Stormwater and Water Sensitive Urban Design — Water Quality** | |

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| **PO8.1**<br>The quality of surface waters, ground waters and the existing natural flow of waterways is protected. | **AO8.1**<br>Water quality is managed in accordance with the standards outlined in Part 2 — Standards for Design of Stormwater Drainage Works, Part 3 — Stormwater Quantity, Quality and Floodplain Management and Part 8 — Standards for Construction of Stormwater Drainage Works of the General works and infrastructure planning scheme policy.<br><br>Note: The Waterway Corridors and Wetlands Overlay Code provides further guidance on the protection of natural waterways and applies to development in areas where Waterway Corridors and Wetlands are mapped (in the Waterway Corridors and Wetlands Overlay mapping). |
| **PO8.2**<br>During construction erosion is minimised and that sediments do not leave the site. | **AO8.2**<br>An assessment of the potential for erosion during construction is undertaken in accordance with the requirements of the General Works and Infrastructure Planning Scheme Policy in order to identify the potential for increased suspended solids, turbidity and sedimentation during construction, and the results of this assessment are used to inform an erosion and sediment control plan ensuring that stormwater quality is maintained at acceptable levels during construction.<br><br>Note: The Erosion and Sediment Control Plan addresses the requirements of Part 5 — Standards for Provision of Earthworks (5.1.6 Erosion and Sedimentation Control) and forms part of a Stormwater Management Plan required in Part 3 — Stormwater Quantity, Quality and Floodplain Management (3.5.3 Design). |
| **PO8.3**<br>The stormwater management system is designed and constructed in accordance with water sensitive urban design principles -<br>a. using natural channel design;<br>b. harvesting water where possible for use in landscaping (or other uses);<br>c. protecting the existing natural features and ecological processes; and<br>d. protecting the existing hydrologic behaviour of related catchments.<br><br>Note: The design of the stormwater management system should align with the goals of the *Natural Resources Management Plan 2009 — 2031 (Healthy land and water)*.<br><br>Note: Part 2 — Standards for Design of Stormwater Drainage Works, Part 3 — Stormwater Quality Management and Part 8 — Standards for Construction of Stormwater Drainage Works of the General Works and Infrastructure provide information that assists with meeting these requirements. | **AO8.3**<br>No accepted outcome provided. |
| **9**<br>**Lighting** | |
| **PO9.1**<br>Public lighting is designed and constructed in accordance with proven methods and the relevant standards. | **AO9.1**<br>Public lighting is designed and constructed in accordance with the standards outlined in Part 1 — Standards for Design of Roadworks, Part 4 — Standards for Design and Construction of Parks and Streetscapes and Part 6 — General Construction Issues Procedures and Standards of the General works and infrastructure planning scheme policy. |
| **PO9.2**<br>Lighting provision does not result in adverse amenity outcomes for sensitive uses or fauna and is generally designed to prevent light spillage outside the boundaries of | **AO9.2**<br>No accepted outcome provided. |

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| the site. | |
| **PO9.3**<br>Installation of lighting minimises earthworks, and avoids crossing waterways, corridors and wetlands, and where a crossing is unavoidable tunnel-boring techniques are used to minimise disturbance and disturbed areas are fully reinstated upon completion of work. | **AO9.3**<br>No accepted outcome provided. |
| **PO9.4**<br>Lighting design facilitates casual surveillance and promotes safety and security in public places.<br><br>Note: Lighting design should meet the principles of *Crime Prevention Through Environmental Design (CPTED).* | **AO9.4**<br>No accepted outcome provided. |
| **10**<br>**Utilities** | |
| **PO10.1**<br>Development provides the necessary utilities to service the development in accordance with the requirements of the relevant regulatory authority and distributor. | **AO10.1**<br>No accepted outcome provided. |
| **PO10.2**<br>A water supply is provided:<br>a. to the standards of the relevant authority where reticulated water is available; and<br>b. in accordance with proven methods and relevant standards outside the reticulated water service area<br>Note: Water supply must meet the requirements of Queensland Fire and Emergency Services for water supply.<br><br>Note: Where in a designated bushfire prone area and a reticulated water supply is not available, additional requirements for water for firefighting are outlined in the Bushfire Risk Areas Overlay Code. | **AO10.2**<br>A water supply is provided:<br>a. as reticulated water, meeting the standards of the relevant authority and fully operational before the commencement of any use; or<br>b. where not in a reticulated water service area, as tank water, meeting the requirements of the Queensland Plumbing and Wastewater Code and Part 8 Utilities of the General Works and Infrastructure Planning Scheme Policy; and<br>c. a sufficient provision of water is made for firefighting purposes in addition to the requirements for normal use. |
| **PO10.3**<br>In 'common private title' arrangements, and in other circumstances where private roads are used as the primary access, fire hydrants are identified appropriately and accessible to fire trucks, in accordance with the *Queensland Fire and Emergency Services publication Fire Hydrant and Vehicle Access Guidelines for Residential, Commercial and Industrial Lots (March 2019).* | **AO10.3**<br>No accepted outcome provided. |
| **PO10.4**<br>Sewerage is provided:<br>a. to the standards of the relevant authority where a sewerage service is available, and<br>b. in accordance with proven methods and relevant standards outside the reticulated sewerage service area. | **AO10.4.1**<br>A sewerage supply is provided:<br>a. as reticulated sewerage, meeting the standards of the relevant authority and fully operational before the commencement of any use; and<br>b. where not in a reticulated sewerage service area, as an on-site treatment system meeting the requirements of the *Queensland Plumbing and Wastewater Code* and Part 8 of the General Works and Infrastructure Planning Scheme Policy. |
| | **AO10.4.2**<br>Disposal of trade waste into the reticulated sewerage system meets the requirements of the *Environmental Protection Act 1994.* |
| **PO10.5**<br>An electricity supply is provided, meeting the standards of the relevant authority, and is fully operational before the commencement of any use, and where a reticulated gas service is supplied, it meets the standards of the relevant authority. | **AO10.5**<br>No accepted outcome provided. |

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| **PO10.6**<br>A telecommunications service is provided meeting the standards of the relevant authority. | **AO10.6**<br>No accepted outcome provided. |
| **11**<br>**Construction** | |
| **PO11.1**<br>Adverse impacts from noise and dust are contained or reduced to acceptable levels during demolition and construction, including dust from vehicles entering and leaving the site.<br><br>Note: Where it is expected that noise during construction will have significant impact, a noise impact assessment addressing the requirements of the SC6.9 Noise Impact Assessment is the preferred method for addressing the noise impact requirements of this performance outcome. | **AO11.1**<br>No accepted outcome provided. |
| **PO11.2**<br>Development involving filling or excavation does not cause ground-borne vibration beyond the boundary of the site. | **AO11.2**<br>No accepted outcome provided. |
| **PO11.3**<br>Works ensure the protection of existing utilities infrastructure. | **AO11.3**<br>Works are designed and constructed in accordance with the requirements of the General works and infrastructure planning scheme policy, the *Queensland Development Code* MP1.4 – building over on or near relevant infrastructure, and the standard design specifications of the relevant service authority. |
| **PO11.4**<br>Where future infrastructure has been planned and identified by the relevant authority, works are implemented to adequately accommodate this future infrastructure. | **AO11.4**<br>No accepted outcome provided. |
| **PO11.5**<br>Acceptance of assets is undertaken in accordance with Part 9 — Compliance with Standards for Reconfigurations and Site Development Works and Part 10 — Maintenance of the General Works and Infrastructure Planning Scheme Policy. | **AO11.5**<br>No accepted outcome provided. |

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