7.2.3 Caboolture West local plan code

7.2.3.1 Application - Caboolture West local plan

This code applies to development in the Caboolture West local plan area shown on LPM-03 contained within Schedule 2, if that development is identified as:

1. accepted development subject to requirements or assessable development, and this code is listed as an applicable code in the assessment benchmarks for assessable development and requirements for accepted development column of a table of assessment (Part 5);

2. assessable development - impact assessable (Part 5).

When using this code, reference should be made to section 5.3.1 'Process for determining the category of development and category of assessment for assessable development' and, where applicable, section 5.3.2 'Determining the category of development and category of assessment'.

For accepted development subject to requirements or assessable development:

1. Part A of the code applies only to accepted development subject to requirements in the 7.2.3.1 'Urban living precinct', '7.2.3.1.1 'Next generation sub-precinct';

2. Part B of the code applies only to assessable development in the 7.2.3.1 'Urban living precinct';7.2.3.1.1 'Next generation sub-precinct';

3. Part C of the code applies only to accepted development subject to requirements in the 7.2.3.1 'Urban living precinct', 7.2.3.1.2 'Local centre sub-precinct';

4. Part D of the code applies only to assessable development in the 7.2.3.1 'Urban living precinct', 7.2.3.1.2 'Local centre sub-precinct';

5. Part E of the code applies only to assessable development in the 7.2.3.1 'Urban living precinct', 7.2.3.1.3 'Light industry sub-precinct';

6. Part F of the code applies only to assessable development in the 7.2.3.2 'Town centre precinct', 7.2.3.2.1 'Centre core sub-precinct';

7. Part G of the code applies only to assessable development in the 7.2.3.2 'Town centre precinct', 7.2.3.2.2 'Mixed business sub-precinct';

8. Part H of the code applies only to assessable development in the 7.2.3.2 'Town centre precinct', 7.2.3.2.3 'Teaching and learning sub-precinct';

9. Part I of the code applies only to assessable development in the 7.2.3.2 'Town centre precinct', 7.2.3.2.4 'Residential north sub-precinct';

10. Part J of the code applies only to assessable development in the 7.2.3.2 'Town centre precinct', 7.2.3.2.5 'Residential south sub-precinct';

11. Part K of the code applies only to assessable development in the 7.2.3.2 'Town centre precinct', 7.2.3.2.6 'Open space sub-precinct';

12. Part L of the code applies only to assessable development in the 7.2.3.2 'Town centre precinct', 7.2.3.2.6 'Open space sub-precinct';

13. Part M of the code applies only to assessable development in the 7.2.3.2 'Town centre precinct', 7.2.3.2.8 'Light industry sub-precinct';

14. Part N of the code applies only to assessable development in the 7.2.3.2 'Town centre precinct', 7.2.3.2.9 'Specialised centre sub-precinct';

15. Part O of the code applies only to assessable development in the 7.2.3.3 'Enterprise and employment precinct', 7.2.3.3.1 'General industry sub-precinct';

16. Part P of the code applies only to assessable development in the 7.2.3.3 'Enterprise and employment precinct', 7.2.3.3.2 'Light industry sub-precinct';

17. Part Q of the code applies only to assessable development in the 7.2.3.3 'Enterprise and employment precinct', 7.2.3.3.3 'Specialised centre sub-precinct';

18. Part R of the code applies only to accepted development subject to requirements in the 7.2.3.4 'Green network precinct';

19. Part S of the code applies only to assessable development in the 7.2.3.4 'Green network precinct';

20. Part T of the code applies only to accepted development subject to requirements in the 7.2.3.5 'Rural living precinct';

21. Part U of the code applies only to assessable development in the 7.2.3.5 'Rural living precinct'.

22. Part V of the code applies only to accepted development subject to requirements in the 7.2.3.6 'Interim uses code';

23. Part W of the code applies only to assessable development in the 7.2.3.6 'Interim uses code'

Approved NDPs

Editor's note - Context

The Caboolture West local plan area forms part of the Caboolture planning area (SF Map 3.13.2) within the Moreton Bay Region. It adjoins the existing urban footprint approximately 5km west of the Caboolture-Morayfield Principal Regional Activity Centre (PRAC), and is bounded by the D'Aguilar Highway to the north, Caboolture River Road to the south and low hills to the west of Old North Road. The local plan area has a total land area of approximately 3,480 hectares.

The Caboolture West topography is characterised by the Caboolture River and Wararba Creek alluvial flats, which rise and undulate up to the foothills of the D'Aguilar Range in the west. The existing landscape consists of detached housing set amongst predominately large areas of open rural grazing land and smaller parcels of agricultural cropping[(19)]. Existing rural residential type development is located around the Wamuran Township to the north and Caboolture River Road to the south.

The local plan area features natural areas which are important to the conservation of biodiversity in the region and which provide the basis of a green network precinct which can be consolidated, rehabilitated and enhanced as development occurs. Similarly, views towards the Glass House Mountains to the north and the D'Aguilar Range to the west create a distinct character specific to this part of the Moreton Bay Region consideration of which has been incorporated into the local plan.

The topography of the area has also been found to be capable of and suitable for urban development and this combined with the areas close proximity to the Caboolture-Morayfield PRAC reinforce the potential of this area to become a new major long term growth area in Moreton Bay.

Key Features of the Caboolture West Local Plan

- Local plan area approximately 6,663 ha
- Urban Population 68,700 residents
- Urban Dwellings 26,900
- Urban Employment 17,000 jobs
- Local Plan area 3,480 ha

- Local Plan urban area 1787 ha (51%) comprising:
  - Town centre 106 ha (6%)
  - Enterprise and employment 160 ha (9%)
  - Urban living 1,521 ha (85%)
  - 6 local centres
  - 13 neighbourhood hubs
  - TAFE and Private hospital[(36)]
  - 3 high schools
  - 9 primary schools
  - Rapid transit connection to Caboolture Central
- Green network 1070 ha (31%)
- Local Plan rural living area 622 ha (17%)

Neighbourhood development plans

The local plan consists of 5 precincts and 15 sub-precincts (see Table 7.2.3.1). The location of the 15 sub-precincts is required to be planned in more detail in a Neighbourhood development plan (NDP) which identifies the major land use and infrastructure elements for each NDP area. NDPs:

i. are prepared and approved by Council and included in the Caboolture West Local plan code;

ii. are required to be approved before urban development (other than interim development) is approved;

iii. provide the level of planning between local plan and a development application (e.g. reconfiguration of lots for housing). NDP's detail street networks, land uses (through the application of sub-precincts), open spaces, and major infrastructure. They also show how the various sub-precincts, or the desired places within the sub-precincts are designed to form part of an integrated overall urban structure within the local plan area;

iv. are prepared in accordance with planning scheme policy - Neighbourhood design. The Planning scheme policy contains diagrams showing indicative boundaries of the NDPs and intended phasing of these plans; and

v. may refine the boundary of a precinct and determine the configuration of sub-precincts generally consistent with the urban structure concept illustrated on Figure 7.2.3.1 - Caboolture West structure plan, Figure 7.2.3.2.1 - Town centre urban design framework and Figure 7.2.3.3.1 - Enterprise and employment urban design framework and Local plan map LPM-03 (in Schedule 2).

The figures included in this Caboolture West Local Plan illustrate conceptually how Caboolture West is intended to be developed. This is represented in Figures 7.2.3.1 - 7.2.3.8 for the entire Caboolture West Local Plan Area. NDPs will be added to the Caboolture West Local plan as they are prepared for each NDP area.

Each approved NDP includes a supporting Planning scheme policy that provides an overview of the land use and infrastructure planning rationale in preparing each NDP (refer to Schedule 6).

Approved NDPs are identified in Table 7.2.3.1.

Table 7.2.3.1 Approved NDPs

Neighbourhood Development Plan	Figure in local plan code
Neighbourhood Development Area No.1 (NDP1)	Figure 7.2.3.9 - Neighbourhood Development Plan No.1

7.2.3.1 Purpose - Caboolture West local plan

1. The purpose of the Caboolture West local plan code is to:

   a. Achieve the strategic outcomes of the Caboolture West growth area as set out in Part 3 Strategic Framework by specifying in detail the overall outcomes for the Caboolture West local plan and the purpose and outcomes for each of the precincts identified in the local plan.

   b. Provide for an Urban area where development (other than interim uses) occurs on developed lots.

   c. Guide the orderly, balanced, and sequenced planning and development of land use in the local plan area.

   d. Guide the staged planning and delivery of infrastructure necessary to service development.

   e. Require the preparation of neighbourhood development plans prior to development that:

      i. specify the geographic location of sub-precincts and the specific type, form, location and scale of other land use and development that meet the outcomes of the local plan code;

      ii. integrate and coordinate the type, form, scale, location and sequence of development with the location and provision of major infrastructure;

      iii. ensure the land requirements required for the provision of community infrastructure to service the population of the area are not compromised by development;

      iv. facilitate the provision of community infrastructure required by the population of the local plan area;

      v. facilitate the planning and outcomes intended for the Green network.

   f. Establish the purpose, overall outcomes and performance outcomes for the preparation of Neighbourhood development plans.

2. The Caboolture West local plan includes 5 precincts, which have the following purpose:

   a. Town centre precinct: The purpose of this precinct is to concentrate the highest order and greatest mix of specialised retail, commercial, civic and cultural activities, education, health and other Community uses(17), and the highest residential densities in a compact, highly accessible location with a high quality pedestrian, oriented public realm.

   b. Urban living precinct: The Urban living precinct applies to most of the area intended for urban development in the Caboolture West local plan area. The precinct is intended to be developed as a series of next generation neighbourhoods, which are comprised of a mix of residential development types including detached dwellings on a variety of lot sizes, multiple residential dwellings and other residential and live work opportunities. Higher density development is concentrated within 400m walking distance to local centres, and transit stops identified in a Neighbourhood development plan.

      The Urban living precinct is also intended to accommodate a wide range of compatible non-residential activities to cater for the needs of all local residents. These other activities include:

      i. identifiable and accessible local centres and neighbourhood hubs;

      ii. local employment areas providing locations for small scale, low impact industry(42) and business land uses;

iii. specific facilities and institutions such as Educational establishments[24], Child care centres[13] and community facilities;

iv. other community infrastructure necessary for an urban community to function.

c. Enterprise and employment precinct: The Enterprise and employment precinct is intended to be developed as the primary location for Low impact industry[42] to Medium impact industry[47] uses and industry employment within the Caboolture West local plan area, complementing the other industry places throughout the Caboolture city area. The precinct primarily provides high quality, fully serviced, accessible land for a compatible mix of low impact and medium impact industrial uses, a secondary function is to accommodate large format retail uses and indoor sport and recreation[38] along the main street boulevard. The primary and secondary functions are supported and complemented by smaller scale business uses providing a local function.

d. Rural living precinct: The precinct is generally located at the urban-rural fringe of the local plan area, comprising of single detached houses on semi-rural allotments. The purpose of the Rural living precinct is to provide for rural uses to continue, development of lower density rural residential development on large lots where infrastructure and services may not be provided, and retaining strategic environmental corridors around the Caboolture West local plan area.

e. Green network precinct: The purpose of the Green network precinct code is to provide for the protection and management of land having significant recreation and environmental values within the local plan area. The Green network seeks to consolidate and rehabilitate fragmented land, through development offsetting, and create a strong and connected network of quality environmental landscape areas having significant recreation, conservation, biodiversity and habitat values.

3. The development intent and urban design outcomes for each of the five precincts in the Caboolture West local plan area are further described through the sub-precinct provisions. Refer to the list of sub-precincts in Table 7.2.3.2 below. The location of each sub-precinct is identified in approved Neighbourhood development plans.

Table 7.2.3.2 Precincts and Sub-precincts (as shown in approved NDPs)

Column 1 Precincts	Column 2 Sub-precincts
Town centre	Centre core
	Mixed business
	Teaching and learning
	Residential north
	Residential south
	Open space
	Civic space
	Light industry
	Specialised centre

Enterprise and employment	General industry
	Light industry
	Specialised centre
Urban living	Next generation
	Local centre
	Light industry
Green network	Not applicable
Rural living	Not applicable

Note - For further information about Neighbourhood development plans refer to Planning scheme policy - Neighbourhood design.

4. The purpose of the Caboolture West local plan code will be achieved through the following overall outcomes:

   a. Agricultural land and rural industries are protected from the intrusion of incompatible, premature development by ensuring the below urban activity separation distances are maintained between urban development and existing operational rural activities;

Table 7.2.3.3 Urban activities separation distances

Use or Activity	Minimum separation distance (metres)	Recommended buffer elements
Agriculture where chemical spray drift is an issue	300	Vegetation
Agriculture where odour is an issue	500	Not specified
Agriculture where dust, smoke or ash is an issue	150	Vegetation
Agriculture where none of the above are an issue	40	Dense vegetation

b. The form, pattern and structure of development delivers the following outcomes:

   i. development recognises and strengthens the role and function of the Caboolture Morayfield Principal Regional Activity centre;

   ii. development contributes to increased levels of self-containment of business and industry employment opportunities in the Caboolture City Planning area;

   iii. development delivers an urban structure that is consistent with the urban structure concept illustrated in Figure 7.2.3.1 - Caboolture West structure plan, including a Town centre, Enterprise and employment area, an Urban living area, a Green network, and Rural living area.

   iv. development delivers a major street network consistent with Figure 7.2.3.2 - Movement, major streets;

   v. development delivers a movement walking and cycling network consistent with Figure 7.2.3.3 - Movement, walking and cycling;

   vi. development delivers a green network and open space consistent with Figure 7.2.3.4 - Green network and open space;

vii. development delivers centres, employment and schools consistent with Figure 7.2.3.5 - Centres, employment and schools;

viii. development protects, frames and incorporates strong views from the hilltops identified in Figure 7.2.3.6 - Views;

ix. development responds to the site conditions, important features, and slope as identified on Figure 7.2.3.7 - Synthesised conditions, important features, and Figure 7.2.3.8 - Synthesised conditions, flood hazard and slope;

x. development delivers a series of walkable neighbourhoods providing housing and lot choice and diversity across the area, with higher densities and smaller lots focused around a network of local centres and transit stops identified in a Neighbourhood development plan, and bounded by the green network.

c. Development delivers a network of centres consistent with the role and function of the centres as identified on the Caboolture West centres network table below (Table 7.2.3.4).

Table 7.2.3.4 Caboolture West - centres network

	Town Centre	Local Centre	Neighbourhood hub	Specialised Centre
Role/Function	- Key centre within the Caboolture West district. - Greatest mix of residential and non-residential activities to cater for the immediate needs of the Caboolture West district catchment.	- Focus for retail, commercial and community activities, servicing multiple neighbourhoods within the planning area.	- Focus for retail, commercial and community activities within a small neighbourhood catchment.	- Focus for large (bulky goods) showrooms**(78)**.
Catchment	District	Local	Neighbourhood	Sub-Regional
Transport connectivity	- Major focal point for high frequency bus networks within the Caboolture West area. - Gateway for public transport into the Caboolture city.	Key focal point within the public transport system.	Stopping or transfer point for bus or train network.	Reliant on direct vehicular access due to the need to load and unload goods.
Retail activities	**Includes**: - Department stores (including discount department stores) - Showrooms**(78)** - Personal services - Full-line supermarkets - Full range of specialty stores **Excludes**: N/A	**Includes**: - A full-line supermarket - Personal services - Specialty stores - 5000-7000m^2 retail GFA **Excludes**: N/A	**Includes**: - Convenience stores - Personal services - Specialty stores - 1000-2000m^2 GFA **Excludes**: - Department stores (including discount department stores) - Showrooms**(78)** - Full-line supermarkets	**Includes:** - Bulky goods retailing **Excludes:** - Department stores (including discount department stores) - Supermarkets - Speciality stores - Personal services
Commercial activities	**Includes**: - Key administration centre	**Includes**: - Intermediate level offices**(53)**	**Includes**: - Local professional offices**(53)**	**Includes:** N/A

	- State and local government offices[(53)] - Professional and service businesses **Excludes**: N/A	- Local professional offices[(53)] **Excludes**: N/A	**Excludes**: - District level and above professional and government offices[(53)]	**Excludes:** - All professional offices[(53)]
Residential activities	- High density, multi-storey, mixed use	N/A	N/A	- No residential activity other than caretakers
Community activities	- Artistic, social or cultural facilities - Child care - Education - Emergency services[(25)] - Health services - Religious activities - Social interaction or entertainment - Support services	- Artistic, social or cultural facilities - Child care - Education - Emergency services[(25)] - Health services - Religious activities - Social interaction or entertainment - Support services	- Artistic, social or cultural facilities - Child care - Education - Emergency services[(25)] - Health services - Religious activities - Social interaction or entertainment - Support services	- No community activities
Other activities	- District focus for health, education, cultural and entertainment facilities - District civic park	- Entertainment facilities - Local civic park	- Local civic park	- No other activities

d. Development contributes to and maintains a well-connected and accessible town that:

i. is connected by a series of 4 lane boulevards to the D'Aguilar Highway, Caboolture and Morayfield;

ii. is connected to the Caboolture Principal Activity centre by a public transport system, including a rapid transit corridor, shown indicatively utilising the main street network, a dedicated right of way alongside the major electricity transmission corridor and other transport corridors;

iii. delivers a network of neighbourhoods, a town centre and an enterprise and employment area linked by a network of neighbourhood connector streets based on an 800m grid, a local collector street network based on a 400m grid, and an active transport and local access street network based on a 200m grid;

iv. delivers a minimum gross density of 35 people and jobs per hectare across the Caboolture West urban area to support a high quality public transport system;

v. delivers a permeable, legible, street and pedestrian/cyclist network providing connectivity, and property access, walkable neighbourhoods, active transport and public transport services;

vi. delivers a safe and convenient movement network within the local plan area and to and from the surrounding areas;

vii. delivers a safe and attractive pedestrian friendly built environment.

e. The development of infrastructure is:

i. located and designed to maximise efficiency, ease of maintenance, and minimum whole of life cycle cost;

ii. provided in a timely, orderly, coordinated and integrated manner to support urban uses and works;

iii. delivered in a manner that does not compromise the planned networks and hierarchies;

iv. co-located where reasonably practical;

v. located and designed to minimise impacts on natural environmental values and urban amenity;

vi. designed to create high quality living and working environments that are safe, convenient, attractive, comfortable and fit for purpose.

f. Development promotes the ongoing viability, integrity, operation, maintenance and safety of major infrastructure.

g. Development provides effective separation distances, buffers and mitigation measures to minimise adverse effects on sensitive land uses from noise, dust and other nuisance generating activities.

h. Development minimises adverse impacts on the amenity of surrounding residential uses by mitigating noise, odour and air quality impacts on residents to a level consistent with the general amenity of the location in which the development is occurring.

i. Development protects the natural environment and landscape features of the area by ensuring development:

i. delivers a total water cycle management solution by:

A. satisfying best practice stormwater management targets outlined in State planning policy, Part D, Water Quality by utilising integrated solutions including bio-retention basins, green space areas, and wetlands;

B. contributing to riparian revegetation of 3rd and 4th order streams within the Caboolture West local plan area.

ii. delivers the green network identified in Figure 7.2.3.4 - Green network and open space by the direct contribution of land within the corridor, contribution to koala habitat and regional ecosystem offsets provided by Council, and by direct vegetation rehabilitation of corridors.

iii. delivers an urban greenspace network that complements the major green network and integrates consideration of habitat and ecosystem values, stormwater management with the urban design outcomes sought by Council using natural and engineered solutions to achieve sustainable, safe, functional, and comfortable urban living environments.

iv. protects, frames and makes a positive contribution to the strong views from key hill tops identified in the local plan in Figure 7.2.3.6. - Views and Figure 7.2.3.2.4 - Town centre, retained views.

j. Development occurs in accordance with an approved Neighbourhood development plan.

Figure 7.2.3.1 Caboolture West Structure Plan

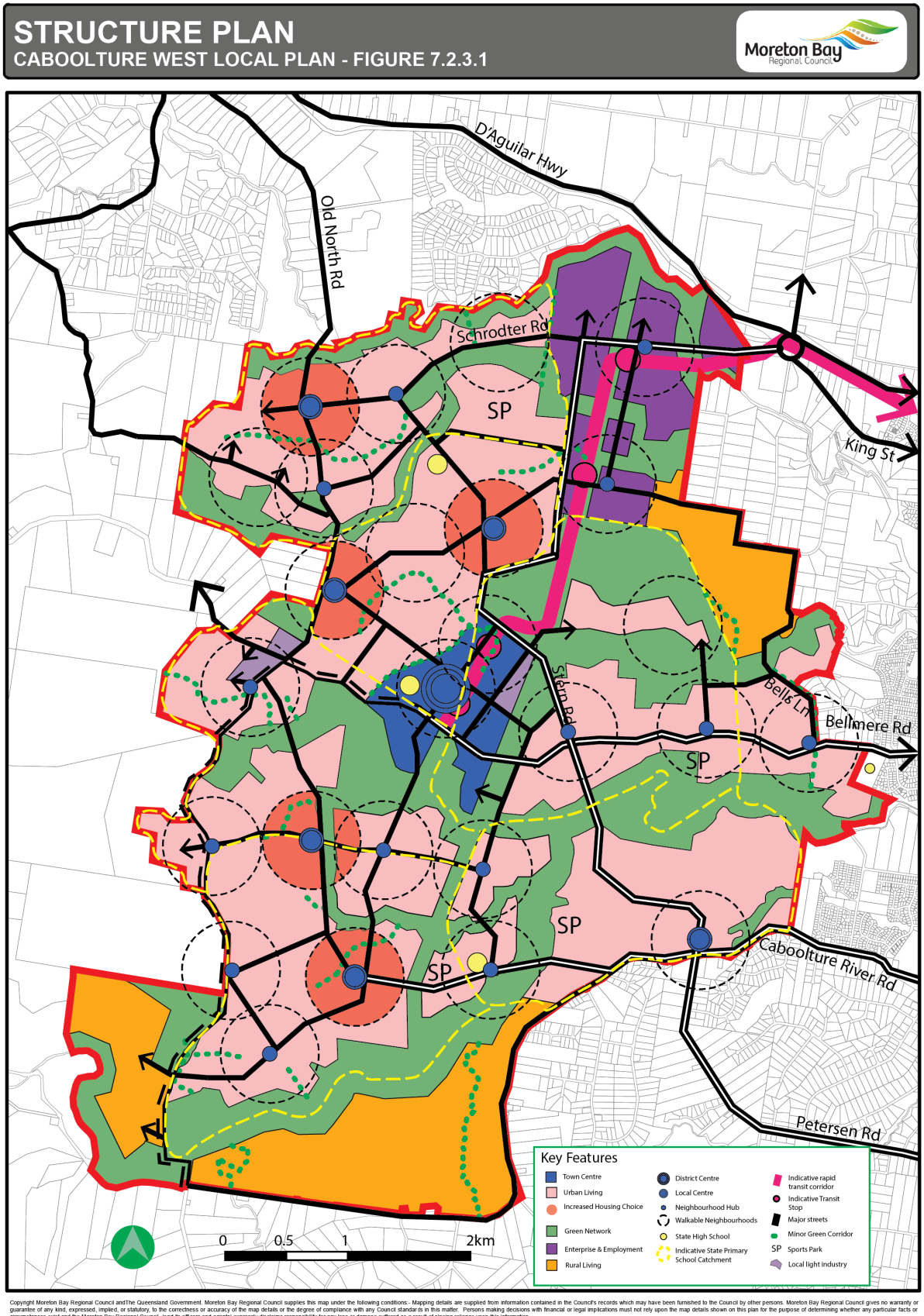


Figure 7.2.3.2 - Movement, major streets

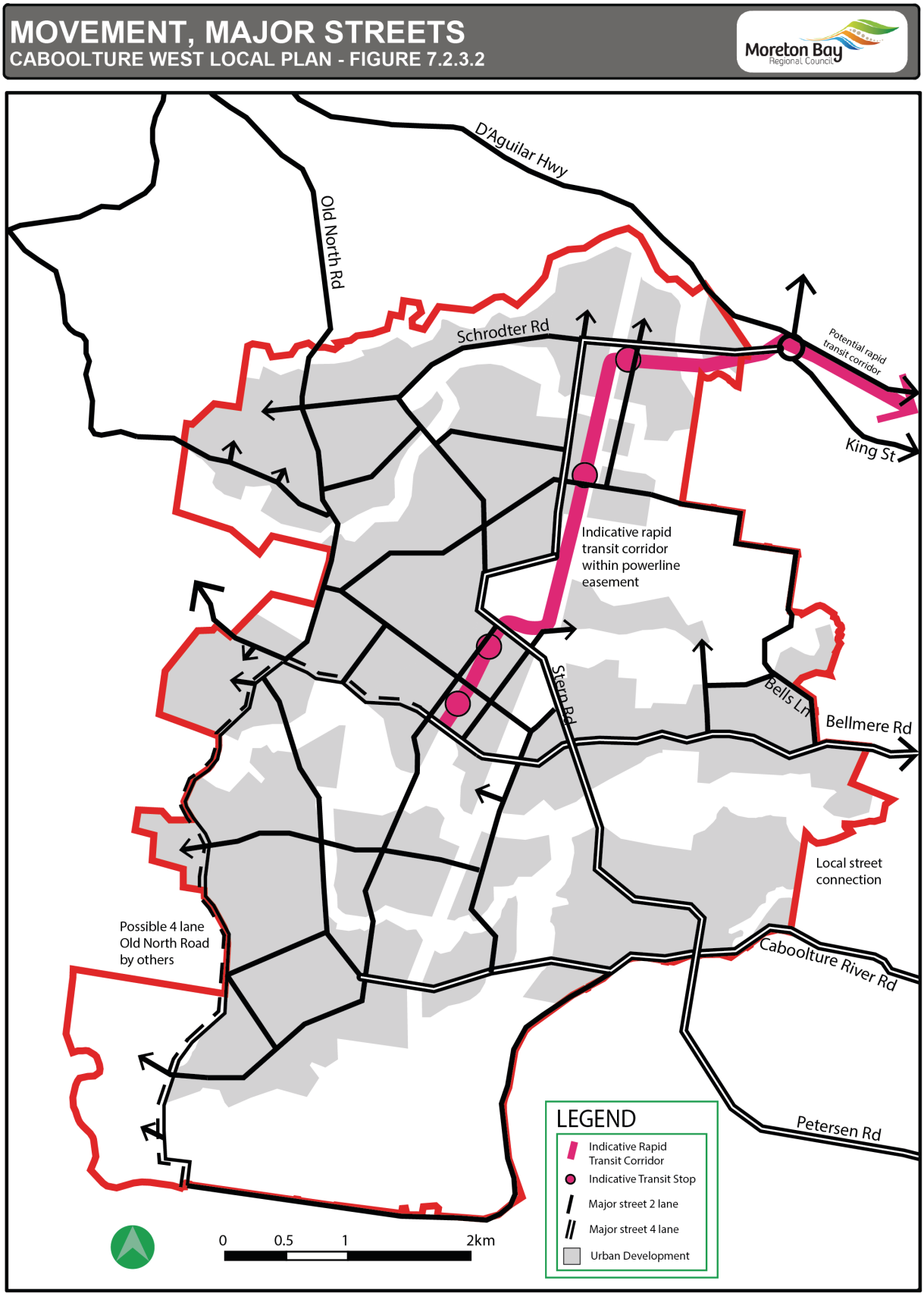


Figure 7.2.3.3 - Movement, walking and cycling

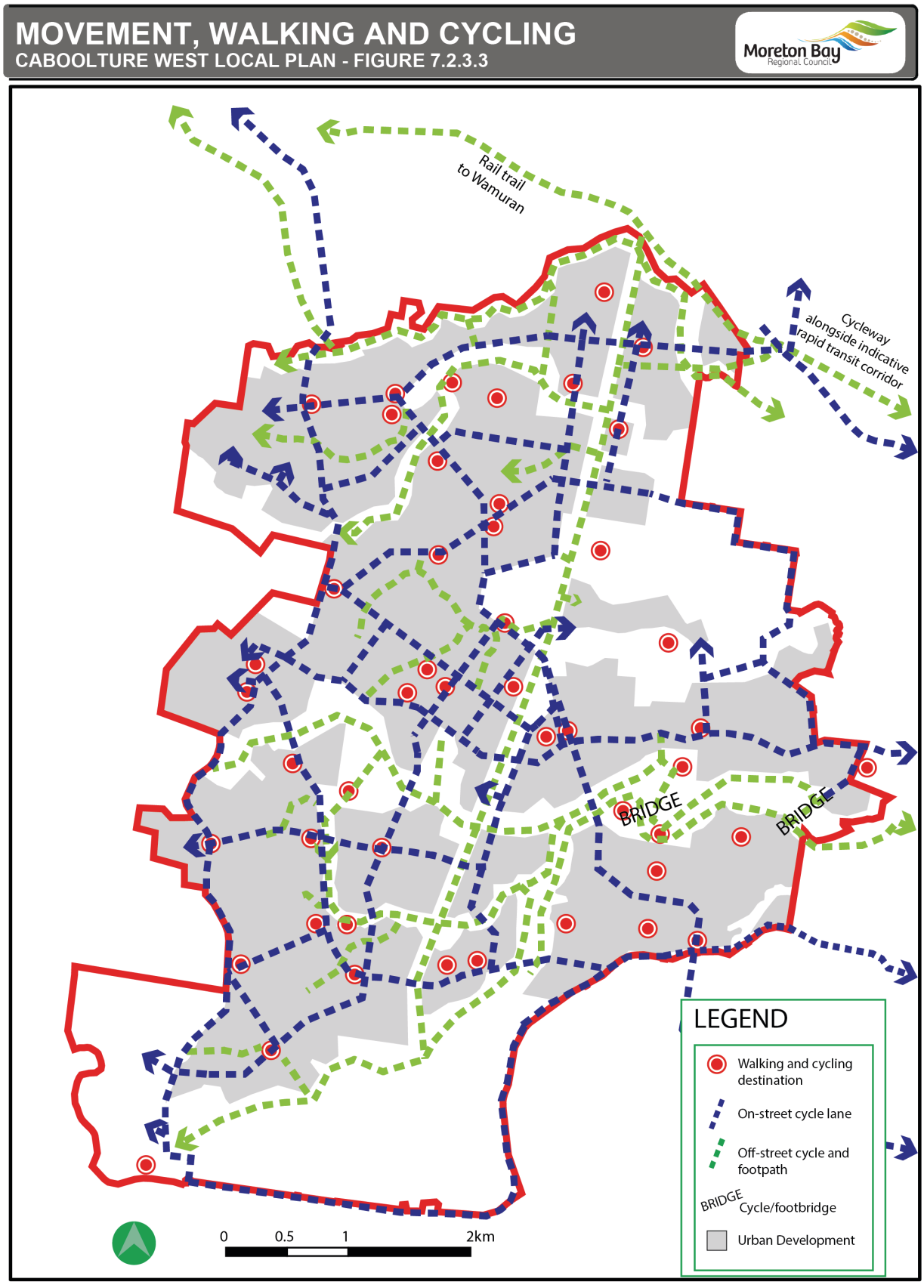


Figure 7.2.3.4 - Green network and open space

GREEN NETWORK & OPEN SPACE
CABOOLTURE WEST LOCAL PLAN - FIGURE 7.2.3.4

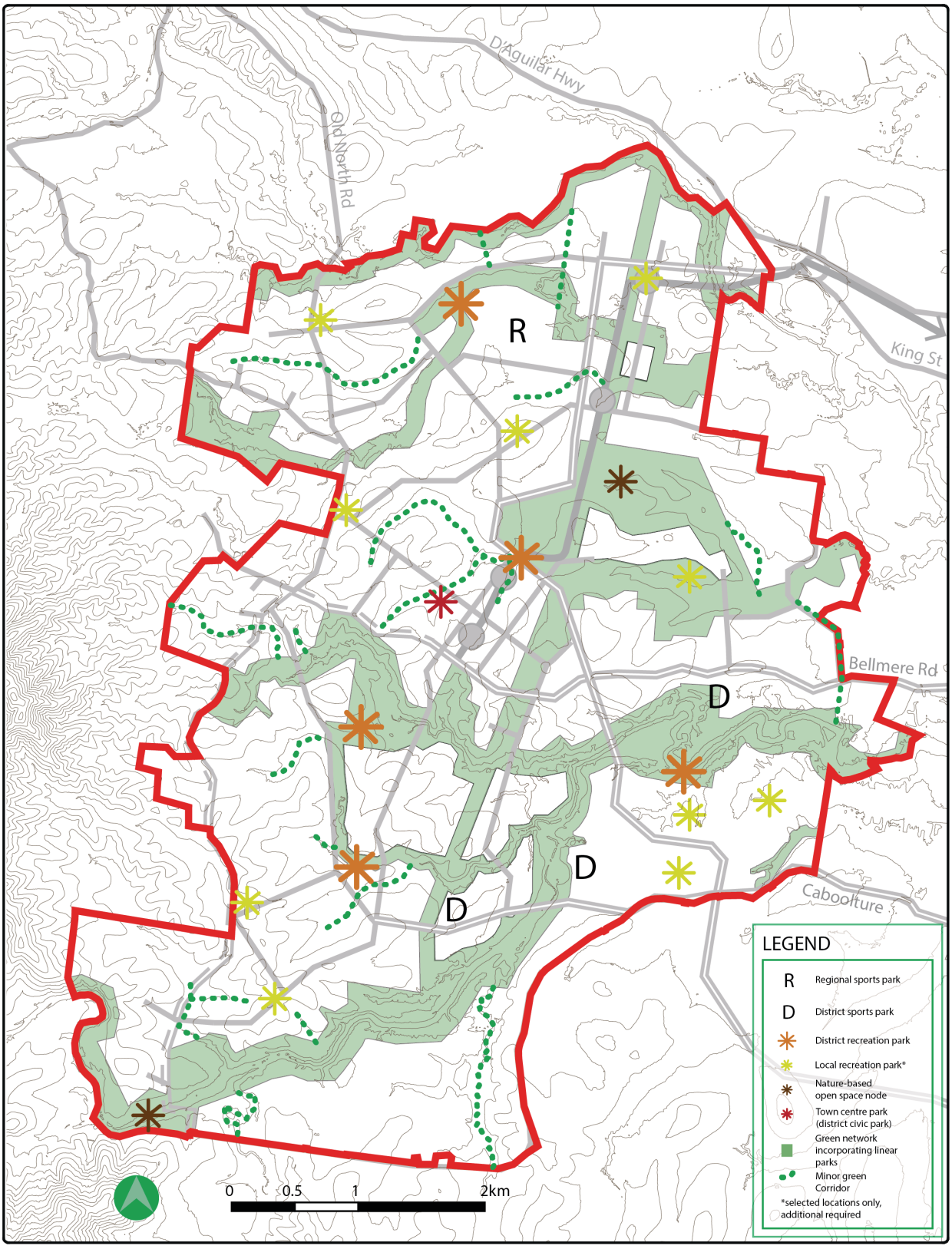


Figure 7.2.3.5 - Centres, employment and schools

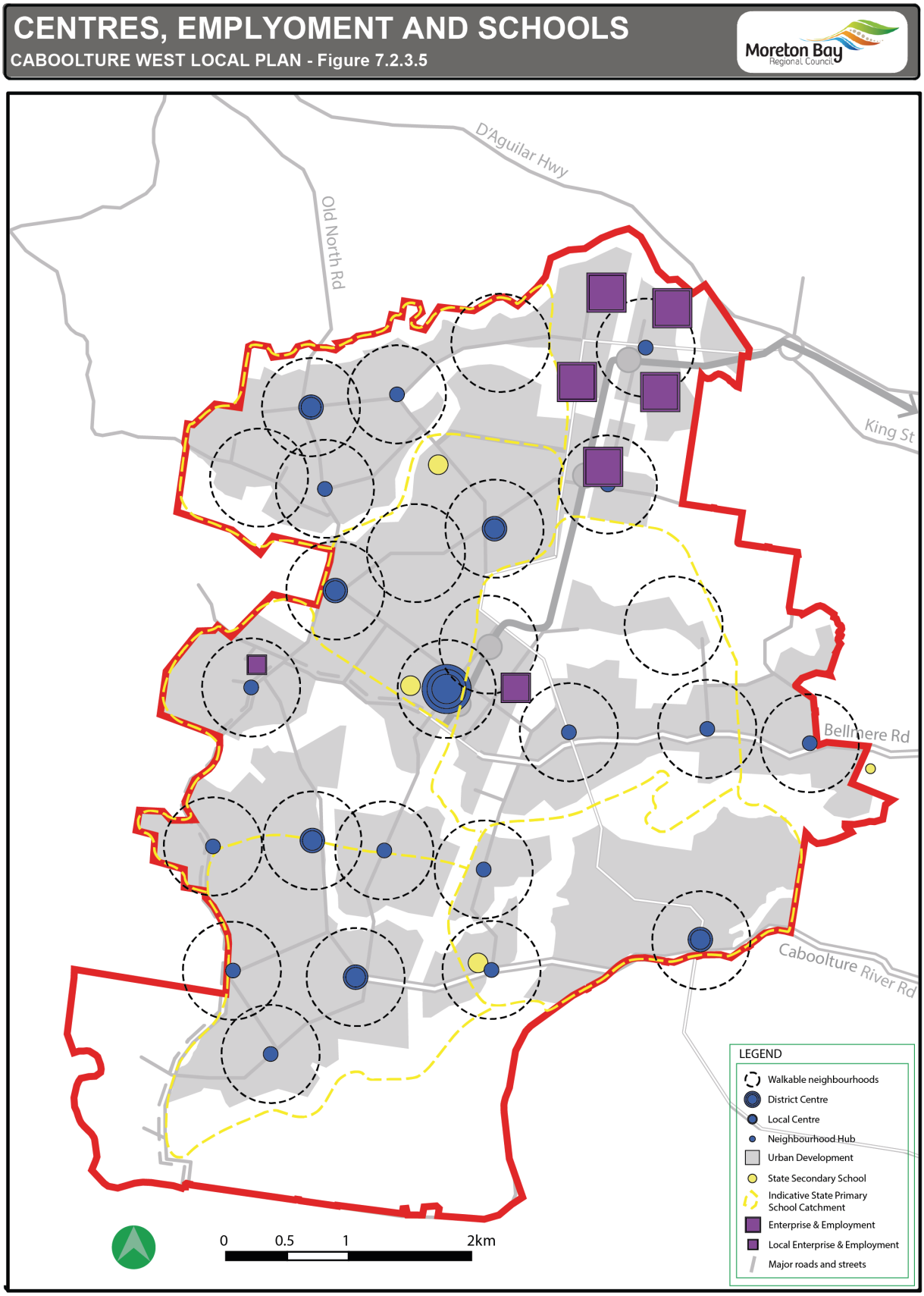


Figure 7.2.3.6 - Views

VIEWS

CABOOLTURE WEST LOCAL PLAN - Figure 7.2.3.6

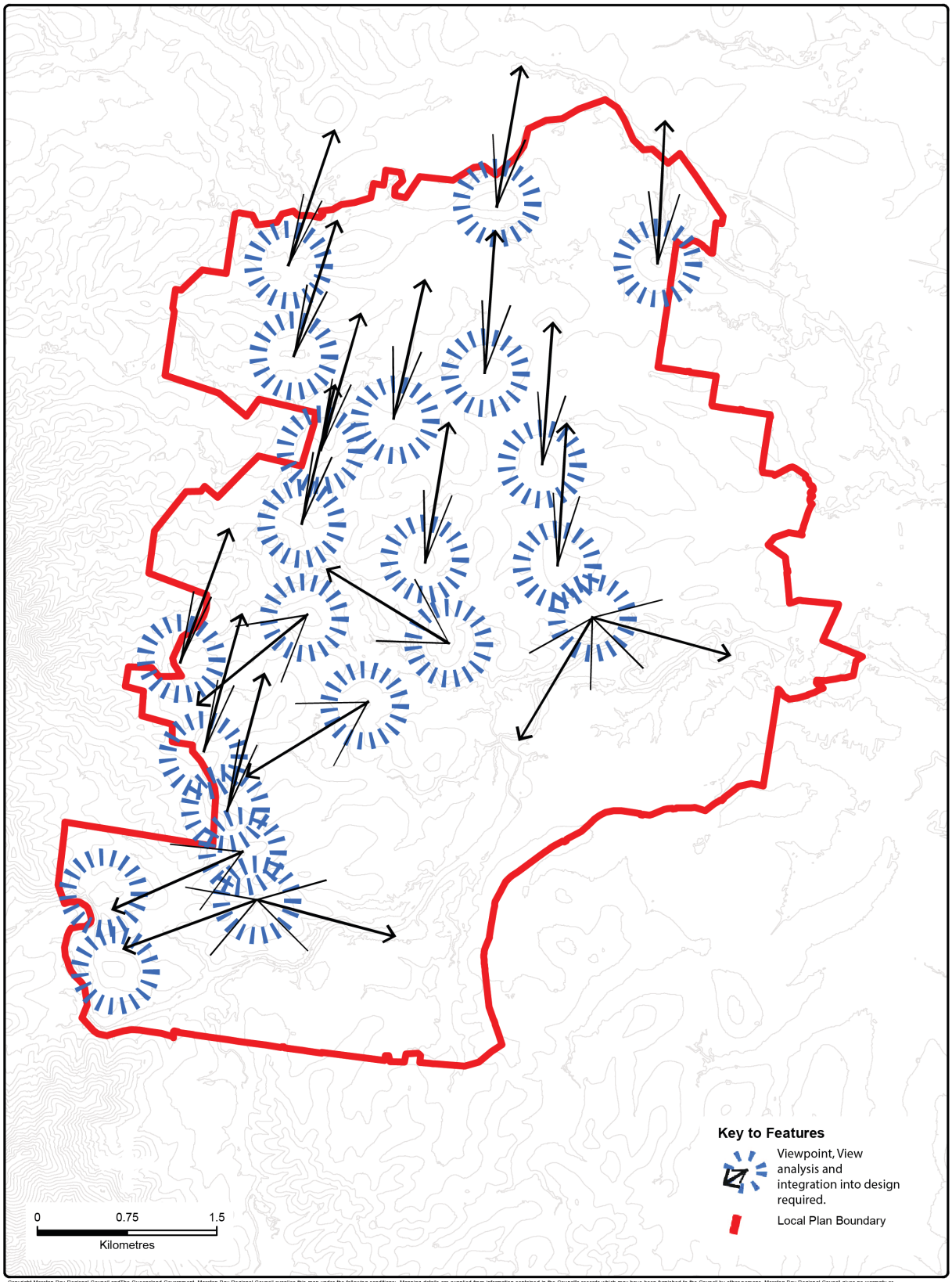


Figure 7.2.3.7 - Synthesised conditions, important features

SYNTHESISED CONDITIONS, IMPORTANT FEATURES

CABOOLTURE WEST LOCAL PLAN - Figure 7.2.3.7

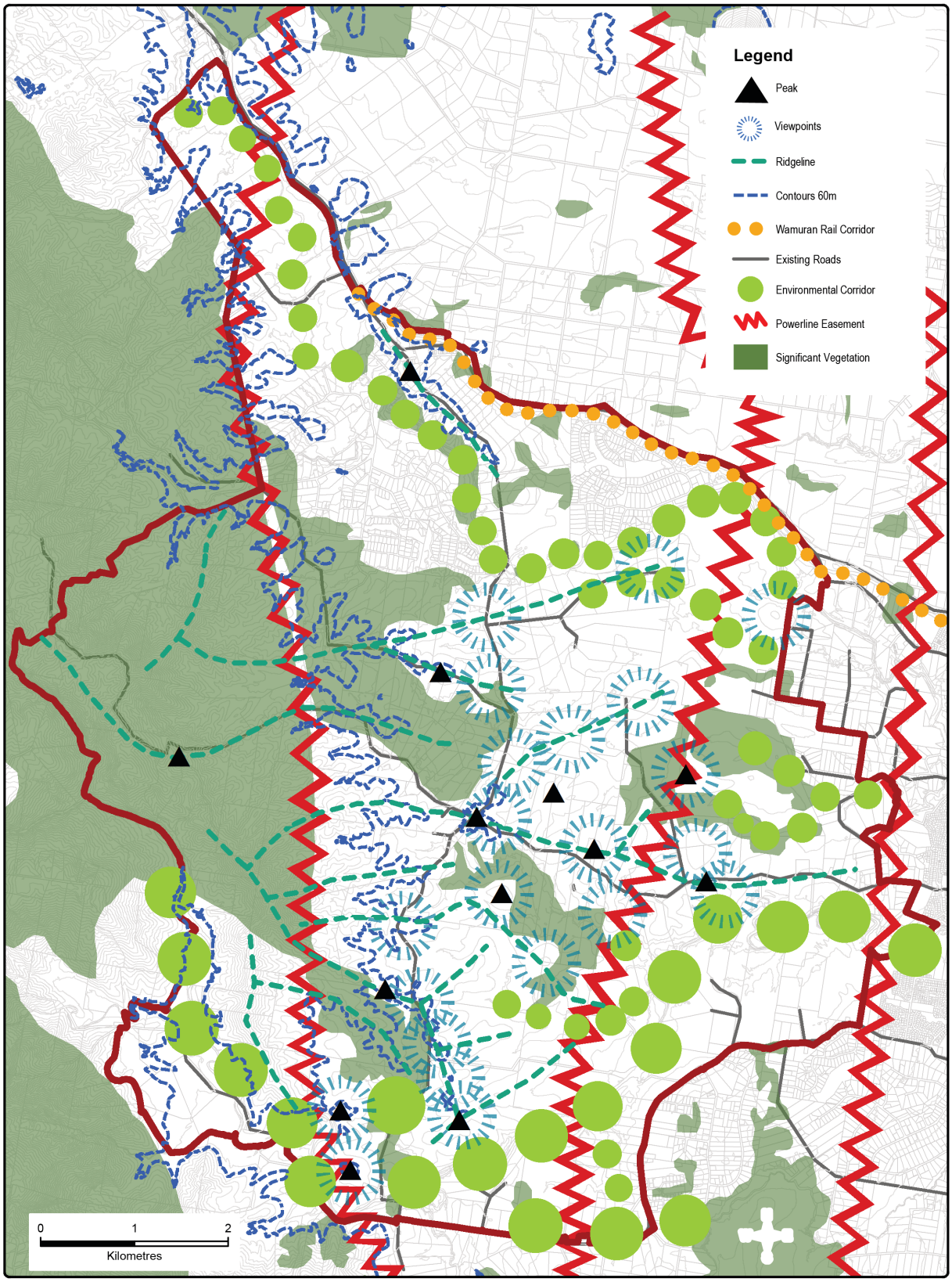


Figure 7.2.3.8 - Synthesised conditions, flood hazard and slope

SYNTHESISED CONDITIONS, FLOOD HAZARD AND SLOPE

CABOOLTURE WEST LOCAL PLAN - Figure 7.2.3.8

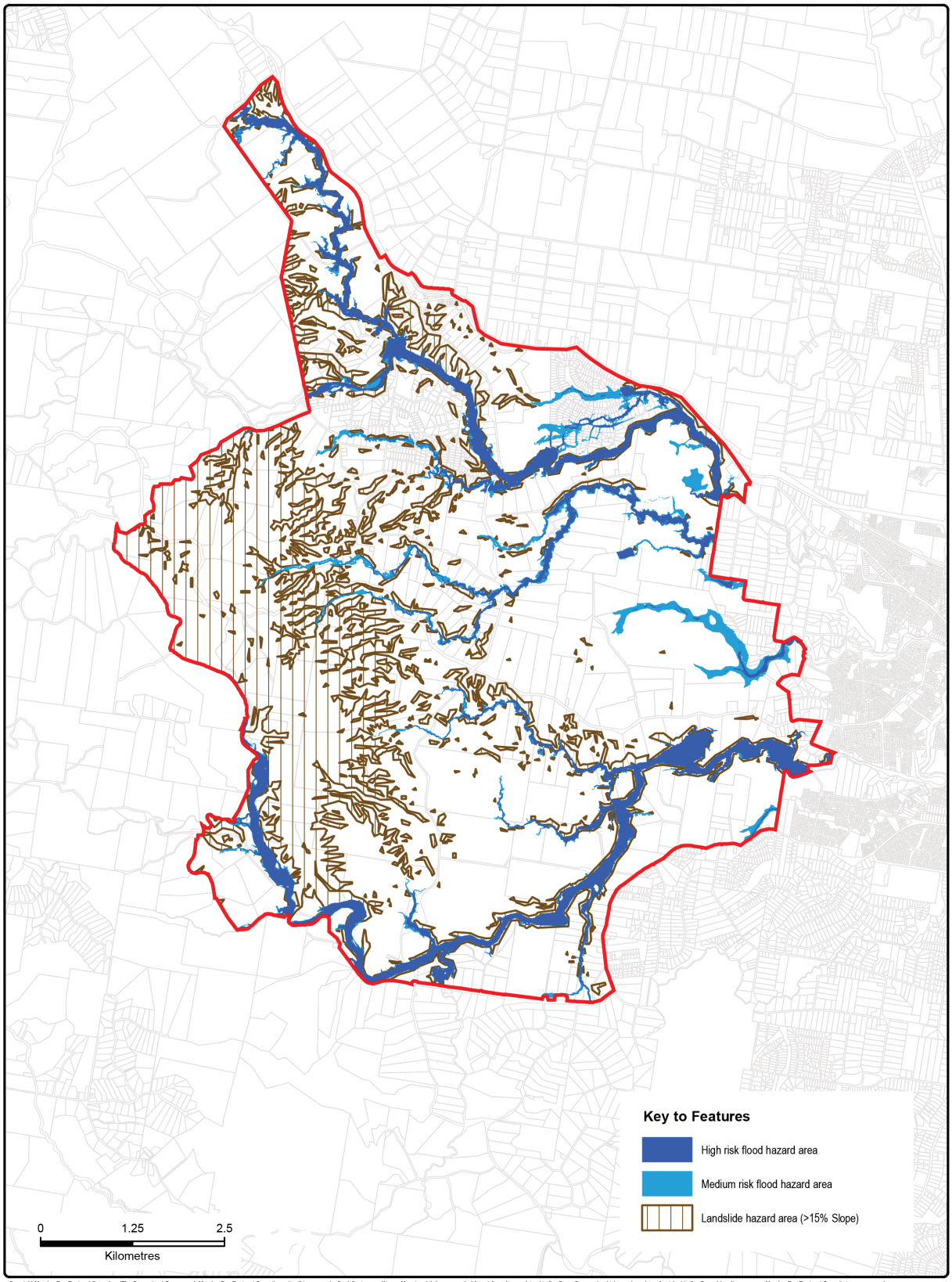
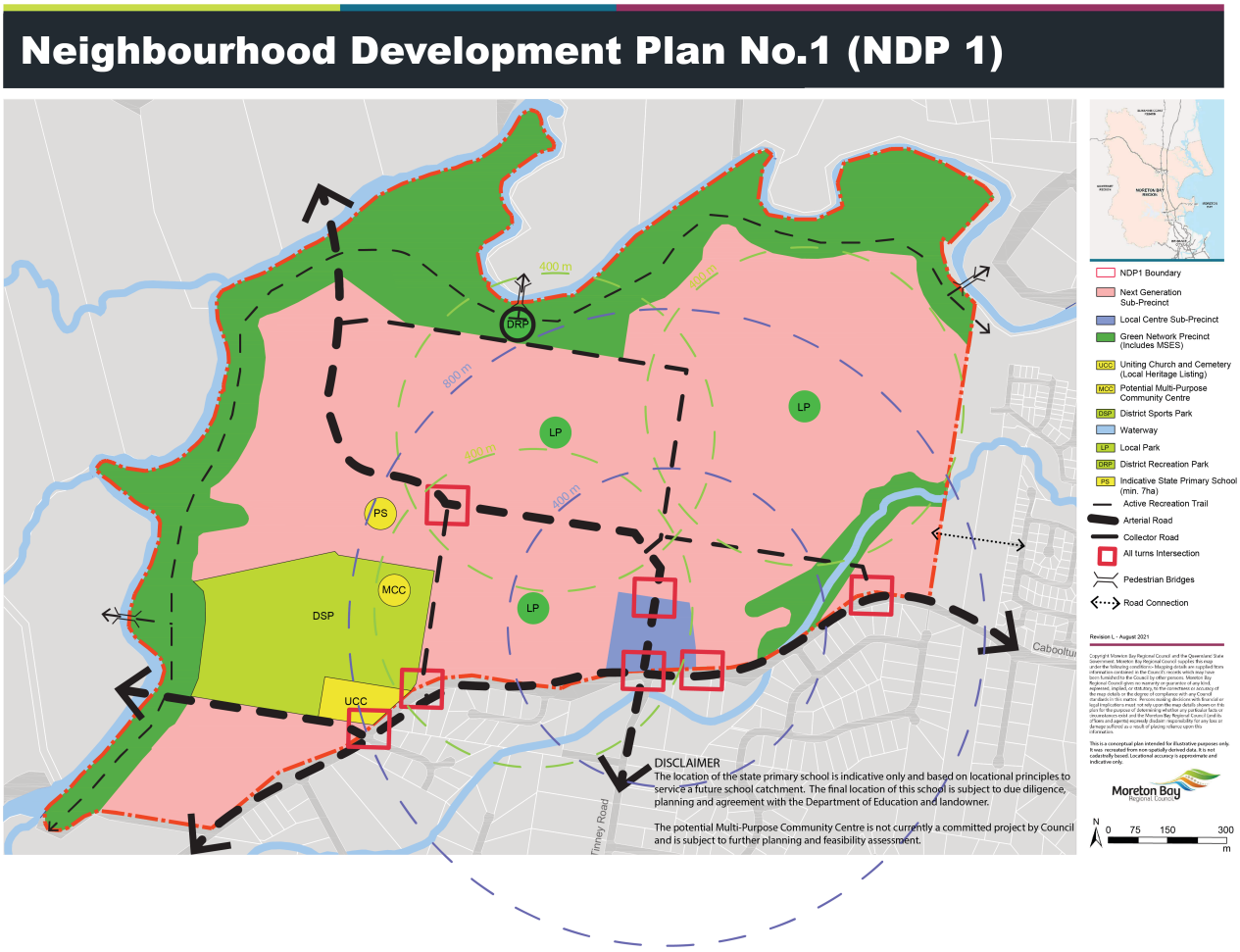


Figure 7.2.3.9 Neighbourhood Development Plan No. 1 (NDP 1)



7.2.3.1 Urban living precinct

7.2.3.1.1 Purpose - Urban living precinct

1. The Urban living precinct applies to most of the area intended for urban development in the Caboolture West local plan area. The precinct is to be developed as a series next generation neighbourhoods, that are comprised of a mix of residential development types including detached dwellings on a variety of lot sizes, multiple residential dwellings and other residential and live work opportunities. Higher density development is concentrated within 400m walking distance to local centres and transit stops identified in a Neighbourhood development plan.

2. The Urban living precinct has an overall density to support a diverse range of services, facilities and high frequency public transport.

3. The Urban living precinct also accommodates a wide range of other non-residential activities to cater for the needs of all local residents. These other activities include:

   a. identifiable and accessible local centres and neighbourhood hubs;

   b. local employment areas providing locations for small scale, low impact and service industry land uses;

   c. specific facilities and institutions such as Educational establishments(24), Child care centres(13) and community facilities;

   d. community open space and recreation areas;

   e. other community infrastructure necessary for an urban community to function.

4. The Urban living precinct comprises a mix of the following sub-precincts, as identified on a Neighbourhood development plan (conceptually shown on Figure 7.2.3.1 - Caboolture West structure plan). Each sub-precinct contributes a different primary function and focus as described below:

   a. Next generation sub-precinct - is the predominate form of development within the Urban living precinct consisting of mainly next generation residential activities supported by a mix of convenience retail, commercial, community, education, sporting, recreation and open space activities;

   b. Local centre sub-precinct - several local centres are required within the local plan area and are primary locations for a mix of convenience retail, commercial and community activities that service multiple next generation neighbourhood catchments. A local centre will typically contain one full-line supermarket, a wide range of specialty retail shops and commercial tenancies, health services and community facilities;

   c. Light industry sub-precinct - are primary locations for local low impact and service industry activities that are compatible with and complementary to adjacent uses in the Urban living precinct. The operation and viability of industrial activities in a Light industry sub-precinct are to be protected from the intrusion of incompatible uses, with the exception of caretaker's accommodation(10).

7.2.3.1.1 Next generation sub-precinct

7.2.3.1.1.1 Purpose - Next generation sub-precinct

1. The purpose of the Next generation sub-precinct will be achieved through the following overall outcomes:

   a. Neighbourhoods will have a mix of housing forms, sizes and tenure, providing choice and affordability for different lifestyles and life stages to meet diverse community needs.

   b. Housing density is focused within 400m walking distance of local centres and transit stops identified in a Neighbourhood development plan, supporting the highest diversity of housing forms in the Next generation sub-precinct, including Dwelling houses(22), Dual occupancies(21) and Multiple dwellings(49). Rooming accommodation(69) and Short-term accommodation(77) may also occur within these areas. Development occurs at a minimum site density of 25 dwellings per hectare.

   c. For areas outside 400m walking distance of local centres and transit stops identified in a Neighbourhood development plan:

      i. Dwelling houses(22) occur on a wide range of different lot sizes;
      ii. Dual occupancy(21) and Multiple dwellings(49) contribute to the diversity of housing options but are dispersed to ensure they do not visually dominate the streetscape;
      iii. development occurs at a minimum site density of 15 dwellings per hectare;
      iv. site densities of Multiple dwellings(49) and other higher density housing types result in:

         A. built form outcomes that sensitively integrate with the intended character of the streetscape;
         B. the creation of walkable neighbourhoods with higher site densities located near public transport stops or stations, land in the Centre zone, neighbourhood hubs and parks;

      v. the overall net residential density for these areas reflects their reduced level of accessibility and service by public transport and centres.

   d. Rooming accommodation(69) (where student accommodation) only occurs within 400m walking distance of local centres and transit stops identified in a Neighbourhood development plan at a minimum of 100 students per hectare of site area and does not exceed 300 students per hectare of site area.

   e. Relocatable home parks(62), Residential care facilities(65) and Retirement facilities(67) may also occur where they have a built form that can sensitively integrate with the primary housing types intended.

   f. Neighbourhoods are designed to provide well-connected, safe and convenient movement and open space networks through interconnected streets and active transport linkages that provide high levels of accessibility between residencies, open space areas and places of activity.

   g. The design, siting and construction of residential uses are to:

      i. contribute to an attractive streetscape with priority given to pedestrians and space for deep planting at site frontages;

      ii. encourages passive surveillance of public spaces;

      iii. results in privacy and residential amenity consistent with the low to medium character intended for the area;

      iv. orientate to the street;

v. provide a diverse and attractive built form;

vi. incorporate sub-tropical urban design principles that respond to local climatic conditions;

vii. incorporate sustainable practices including maximising energy efficiency and water conservation;

viii. incorporate natural features and responds to site topography;

ix. locates car parking so as not to dominate the street;

x. provide car parking spaces on-site to meet resident and visitor demands, to preserve and protect the operational efficiency and amenity of residential streets;

xi. ensure hardstand areas do not dominate the streetscape and space is provided for street trees and on-street parking between driveways;

xii. be of a scale and form consistent with the low to medium density residential character intended for the area;

xiii. provides urban services such as reticulated water, sewerage, sealed roads, parks[(57)] and other identified infrastructure;

xiv. ensures domestic outbuildings are subordinate in appearance and function to the dwelling.

h. Home based business can only be established where the scale and intensity of the activity does not detrimentally impact upon the character and amenity associated with the surrounding area. Specifically, Home based business does not include the sale or restoration of more than 4 vehicles in any calendar year or, undertake a mechanical repairs or panel beating activity associated with a business at the subject premises.

i. Non-residential uses take the form of community activities, corner stores and neighbourhood hubs.

j. Community activities:

i. establish in locations that may be serviced by public transport;

ii. do not negatively impact adjoining residents or the streetscape;

iii. do not undermine the viability of existing or future centres.

k. Corner stores may establish as a standalone use (not part of a neighbourhood hub) where:

i. the store is of a scale that remains subordinate to all centres and neighbourhood hubs within the local plan area;

ii. clear separation from existing neighbourhoods hubs and centres within the network are maintained to reduce catchment overlap. The corner store should not be within 1600m of another corner store, neighbourhood hub or centre measured from the centre of the corner store, neighbourhood hub or centre;

iii. they are appropriately designed and located to include active frontages.

l. Educational establishments[(24)] are located:

i. within an approved Neighbourhood development plan that generally reflects the urban structure concept shown indicatively on Figure 7.2.3.5 - Centres, employment and schools;

or

ii. on connecting streets between neighbourhoods (not on cul-de-sacs), to maximise an equal catchment distribution among two or three neighbourhoods;

iii. along green network corridors (where possible) to maximise the use of open space for sport and recreation purposes and to promote active travel as a means of transport to and from school.

Editor's note - State primary and high school locations and their general catchments have been indicatively shown in the Caboolture West local plan. School site boundaries and sizes within an approved Neighbourhood development plan in consultation with the Department of Education Training and Employment. Non-government school locations are not identified and must adopt the same locational and design criteria as government schools.

m. Educational establishments[(24)] are designed:

i. to ensure the efficient use of land (e.g. compact built form where in proximity to a centre, share recreation space, buildings and sports fields with the community, council and other schools etc);

ii. to be pedestrian oriented and complement walkable and cycleable neighbourhoods by providing multiple access points;

iii. to maintain the safety of users accessing the Educational establishment[(24)].

n. Regional and district sports parks and facilities:

i. are provided in accordance with a Neighbourhood development plan that generally reflects the urban structure concept shown indicatively on Figure 7.2.3.4 - Green network and open space.

ii. are developed to:

A. maintain the ongoing viability and relevancy of existing and new indoor and outdoor sports and recreation facilities to meet community sport and recreation needs;

B. where applicable, be in accordance with a Council Master Plan approved under Council policy or Management Plan under the Land Act 1994;

C. only include activities other than sports and recreation activities that have a nexus with or are ancillary to, sports and recreation activities where:

I. activities do not compete with similar uses in centres;

II. activities do not detract from the primary sports and recreation activity occurring on a site;

III. activities do not have adverse impacts on the character and amenity of the surrounding receiving environment, including noise, traffic generation, lighting, rubbish and waste disposal.

D. adopt a high standard of design and achieve quality buildings, and structures, including adopting the principles of Crime Prevention Through Environmental Design (CPTED);

E. be compatible with the existing and intended scale and character of the streetscape and surrounding area and does not appear visually dominant or overbearing;

F. adopt sensitive design and siting considerations when adjoining residential areas. Design measures such as landscaping, screening and separation are adopted to minimise the visual impact of buildings and hard surfaces and nuisance effects associated with lighting, noise, dust and rubbish disposal;

G. mitigate potential traffic impacts by:

I. locating on roads of a standard and capacity to accommodate traffic demand;

II. providing safe and accessible vehicle access points, on-site manoeuvring and parking areas;

III. providing for active transport opportunities.

Editor's note - Further detailed planning through the Neighbourhood development planning process is required to confirm the location, size and design of Parks including the Town centre park, Regional sports park, District sports parks, District recreation parks and Local recreation parks. This will be reflected in an approved Neighbourhood development plan.

o. Retail and commercial activities (excluding Service stations):

i. cluster with other non-residential uses (excluding corner stores and activities associated with a regional or district sports park facility) forming a neighbourhood hub;

ii. are centred around a main street central core, fostering opportunities for social and economic exchange;

iii. be of a small scale, appropriate for a neighbourhood hub;

Note - For further information on the size and scale of neighbourhood hubs refer to Table 7.2.3.4.

iv. do not negatively impact adjoining residents or the streetscape;

v. are subordinate in function and scale to all centres within the local plan area and the region;

p. Service stations:

i. establish where they will not disrupt, fragment or negatively impact active frontages (e.g. within a neighbourhood hub);

ii. establish on heavily trafficked roads where the amenity of surrounding residential uses is already subject to impacts by road vehicle noise;

iii. establish in locations that will not have a negative impact on the street environments intended to include active frontages (e.g. Neighbourhood hubs or centres);

iv. do not negatively impact adjoining residents or the streetscape;

v. ancillary uses or activities only service the convenience needs of users.

q. The design, siting and construction of non-residential uses (excluding Educational establishments[(24)]):

i. maintains a human scale, through appropriate building heights and form;

ii. provides attractive, active frontages that maximise pedestrian activity along road frontages, movement corridors and public spaces (excluding Service stations);

iii. provides for active and passive surveillance of road frontages, movement corridors and public spaces;

iv. promotes active transport options and ensures an oversupply of car parking is not provided;

v. locates car parking so as not to dominate the street;

vi. caters for appropriate car parking and manoeuvring areas on site;

vii. does not result in large internalised Shopping centres[(76)] (e.g. large blank external walls with tenancies only accessible from within the building) surrounded by expansive areas of surface car parking.

r. Expansion of existing neighbourhood hub or the establishment of a new neighbourhood hub only occurs where:

i. it is of a scale that remains subordinate to all other centres within the local plan area and the region;

ii. the function and scale of uses and activities will not have a negative impact on the community;

iii. they are appropriately designed to include active frontages around a main street core, and

iv. they are staged where relevant to retain key (highly accessible) sites for long-term development.

s. Neighbourhood hubs are located:

i. generally within a 400m walk of most residents;

ii. with clear separation from existing neighbourhood hubs and centres within the network to reduce catchment overlap.

t. General works associated with the development achieves the following:

i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity (underground wherever possible), water and sewerage (where available);

ii. the development manages stormwater to:

A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;

B. prevent stormwater contamination and the release of pollutants;

C. maintain or improve the structure and condition of drainage lines and riparian areas;

D. avoid off-site adverse impacts from stormwater.

iii. the development does not result in unacceptable impacts on the capacity and safety of the external road network;

iv. the development ensures the safety, efficiency and usability of access ways and parking areas;

v. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

u. Activities associated with the use do not cause nuisance by ways of aerosols, fumes, light, noise, odour, particles or smoke.

v. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

w. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

x. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

y. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

z. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

aa. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, Bulk water supply), Overland flow path, and Heritage and landscape by:

i. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;

ii. establishing appropriate and effective separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;

iii. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;

iv. ensuring effective and efficient disaster management response and recovery capabilities;

v. where located in an overland flow path;

A. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;

B. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;

C. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;

D. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

Editor's note - Overlay map - Heritage and landscape character identifies local heritage places.

ab. Development in the Next generation sub-precinct is for one or more of the uses identified below (where consistent with the overall outcomes and performance outcomes in this code):

• Caretaker's accommodation(10)
• Child care centre(13)
• Club(14)
• Community care centre(15)
• Community residence(15)
• Community use(15)
• Dual occupancy(21)
• Dwelling house(22)
• Dwelling unit(23)
• Educational establishment(24)
• Emergency services(25)
• Health care services(32)
• Home based business(35)
• Multiple dwelling(49)
• Place of worship(60)
• Relocatable home park(62)
	• Residential care facility(65)
	• Retirement facility(67)
	• Sales office(72)
	• Shop(75) - if for a corner store
	• Where within 400m walking distance of local centres or transit stops identified in a Neighbourhood development plan:
	- Rooming accommodation(69)
	- Short-term accommodation(77)
		• Where in a neighbourhood hub:
		  • Food and drink outlet(28)
		  • Hardware and trade supplies(32)
		  • Health care services(33)
		  • Indoor sport and recreation(38) - for a gymnasium or exercise and fitness centre
		  • Office(53)
		  • Service industry(73)
		  • Shop(75)
		  • Shopping centre(76)
		  • Veterinary services(87)
		• Where in a regional or district sports park:
		  • Food and drink outlet(28) (where ancillary to sports and recreation activities)
		  • Indoor sport and recreation(38)
		  • Market(46)
		  • Outdoor sport and recreation(55)

ac. Development in the Next generation sub-precinct does not include one or more of the following uses:

• Adult store[1] • Agricultural supplies store[2] • Air services[3] • Animal husbandry[4] • Animal keeping[5] • Aquaculture[6] • Bar[7] • Brothel[8] • Bulk landscape supplies[9] • Cemetery[12] • Crematorium[18] • Cropping[19] • Detention facility[20] • Extractive industry[27] • Hardware and trade supplies[32] - if more than 250m^2 GFA • High impact industry[34]	• Hotel[37] • Intensive animal industry[39] • Intensive horticulture[40] • Landing[41] • Low impact industry[42] • Marine industry[45] • Medium impact industry[47] • Motor sport facility[48] • Nature-based tourism[50] • Nightclub entertainment facility[51] • Non-resident workforce accommodation[52] • Outdoor sales[54] • Permanent plantation[59] • Port services[61] • Renewable energy facility[63]	• Research and technology industry[64] • Resort complex[66] • Rural industry[70] • Rural workers' accommodation[71] • Showroom[78] • Special industry[79] • Theatre[82] • Tourist attraction[83] • Tourist park[84] • Transport depot[85] • Warehouse[88] • Wholesale nursery[89] • Winery[90]

ad. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the Next generation sub-precinct.

7.2.3.1.1.2 Accepted development subject to requirements

If development is to be categorised as accepted development subject to requirements it must comply with the requirements for accepted development set out in Part A, Table 7.2.3.1.1.1. Where the development does not meet a requirement for accepted development (RAD) within Part A Table 7.2.3.1.1.1, it becomes assessable development under the rules outlined in section 5.3.3 (1), and assessment is against the corresponding performance outcome (PO) identified in the table below. This only occurs whenever a RAD is not met, and is therefore limited to the subject matter of the RADs that are not complied with. To remove any doubt, for those RADs that are complied with, there is no need for assessment against the corresponding PO.

Requirements for accepted development (RAD)	Corresponding PO
RAD1	PO3
RAD2	PO4
RAD3	PO5
RAD4	PO5
RAD5	PO8
RAD6	PO12
RAD7	PO1
RAD8	PO15
RAD9	PO25
RAD10	PO18
RAD11	PO19
RAD12	PO19
RAD13	PO19
RAD14	PO29
RAD15	PO31
RAD16	PO28
RAD17	PO28
RAD18	PO32
RAD19	PO35
RAD20	PO36
RAD21	PO37
RAD22	PO36
RAD23	PO43
RAD24	PO38
RAD25	PO38
RAD26	PO41
RAD27	PO41
RAD28	PO42

RAD29	PO44
RAD30	PO44
RAD31	PO44
RAD32	PO44
RAD33	PO44
RAD34	PO49
RAD35	PO44
RAD36	PO44
RAD37	PO46
RAD38	PO46
RAD39	PO51
RAD40	PO51
RAD41	PO51
RAD42	PO52
RAD43	PO53
RAD45	PO58
RAD46	PO58
RAD47	PO58
RAD48	PO58
RAD49	PO58
RAD50	PO58
RAD51	PO58
RAD52	PO58
RAD53	PO58
RAD54	PO63
RAD55	PO63
RAD56	PO63
RAD57	PO63
RAD58	PO63
RAD59	PO63

RAD60	PO63
RAD61	PO65
RAD62	PO66
RAD63	PO67
RAD64	PO67
RAD65	PO67
RAD66	PO67
RAD67	PO68
RAD68	PO77
RAD69	PO81
RAD70	PO81
RAD71	PO83
RAD72	PO84
RAD73	PO86
RAD74	PO87
RAD75	PO77
RAD76	PO88
RAD77	PO89
RAD78	PO89
RAD79	PO89
RAD80	PO89
RAD81	PO89
RAD82	PO93
RAD83	PO93
RAD84	PO93
RAD85	PO92
RAD86	PO92
RAD87	PO95
RAD88	PO94-PO96, PO97-PO100

RAD89	PO94-PO96
RAD90	PO97
RAD91	PO101

Part A - Requirements for accepted development - Next generation sub-precinct

Table 7.2.3.1.1.1 Requirements for accepted development - Next generation sub-precinct

Requirements for accepted development	
General requirements	
Building height (Residential uses)	
RAD1	Building height does not exceed: a. that mapped on Overlay map – Building heights; or b. for domestic outbuildings, including free standing carports and garages, 4m and a mean height not exceeding 3.5m.
Building height (Non-residential uses)	
RAD2	Building height does not exceed the maximum height identified on Overlay map - Building heights.
Setbacks (Residential uses)	
RAD3	Setbacks (excluding built to boundary walls) comply with Table 7.2.3.1.1.3 'Setbacks'. Note - Greater setbacks may be required if the lot adjoins an environmental corridor or area (Refer to values and constraints for details).
RAD4	Buildings (excluding class 10 buildings and structures) ensure that built to boundary walls are: a. only established on lots having a primary frontage of 18m or less and where permitted in Table 7.2.3.1.1.4 'Built to boundary walls (Residential uses)'; b. of a length and height not exceeding that specified in Table 7.2.3.1.1.4 'Built to boundary walls (Residential uses)'; c. setback from the side boundary: i. if a plan of development provides for only one built to boundary wall on the one boundary, not more than 200mm; or ii. if a built to boundary wall may be built on each side of the same boundary, not more than 20mm; d. on the low side of a sloping lot.

	Editor's note - Lots containing built to boundary walls should also include an appropriate easement to facilitate the maintenance of any wall within 600mm of a boundary. For boundaries with built to boundary walls on adjacent lots a 'High Density Development Easement' is recommended; or for all other built to boundary walls a 'easement for maintenance purposes' is recommended.
Site cover (Residential uses - where not a Dwelling House[22])	
RAD5	Site cover (excluding eaves, sun shading devices, patios, balconies and other unenclosed structures) does not exceed the specified percentages in the table below.

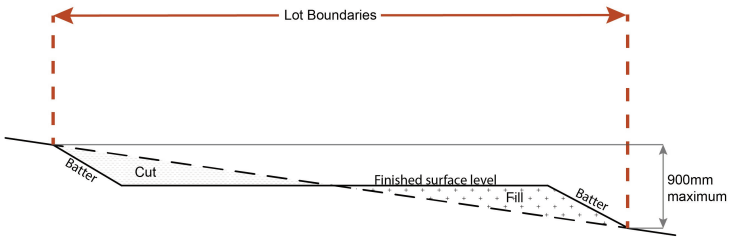
Building height	Lot Size					
	300m² or less	301- 400m²	401- 500m²	501- 1000m²	1001- 2500m²	Greater than 2501m²
8.5m or less	70%	60%	60%	60%	60%	60%
>8.5m - 12.0m	50%	50%	80%	50%	50%	50%
Greater than 12.0m	N/A	N/A	N/A	50%	40%	40%

Lighting	
RAD6	Artificial lighting on-site is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - "Curfewed hours" are taken to be those hours between 10pm and 7am on the following day.
Clearing of habitat trees	
RAD7	Development does not result in the damaging, destruction or clearing of a habitat tree. This does not apply to: a. Clearing of a habitat tree located within an approved development footprint; b. Clearing of a habitat tree within 10m from a lawfully established building reasonably necessary for emergency access or immediately required in response to an accident or emergency; c. Clearing of a habitat tree reasonably necessary to remove or reduce the risk vegetation poses to serious personal injury or damage to infrastructure; d. Clearing of a habitat tree reasonably necessary to construct and maintain a property boundary fence and not exceed 4m in width either side of the fence; e. Clearing of a habitat tree reasonably necessary for the purpose of maintenance or works within a registered easement for public infrastructure or drainage purposes; f. Clearing of a habitat tree in accordance with a bushfire management plan previously accepted by Council;

	g. Clearing of a habitat tree associated with maintaining existing open pastures, windbreaks, lawns or created gardens; h. Grazing of native pasture by stock Editor's note - A native tree measuring greater than 80cm in diameter when measured at 1.3m from the ground is recognised as a 'habitat tree'. For further information on habitat trees, refer to Planning scheme policy – Environmental areas and corridors. Information detailing how this measurement is undertaken is provided in Australian Standard AS 4970 2009 Protection of Trees on Development Sites - Appendix A.
Work requirements	
Utilities	
RAD8	Development is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).
Access	
RAD9	The frontage road is fully constructed to Council's standards. Note - Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - Frontage roads include streets where no direct lot access is provided.
RAD10	Any new or changes to existing direct vehicle access for residential development does not occur from arterial or sub-arterial roads.
RAD11	Any new or changes to existing crossovers and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS2890.1 Parking facilities Part 1: Off street car parking; ii. AS/NZS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-Controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.

RAD12	Any new or changes to existing internal driveways and access ways are designed and constructed in accordance with AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking and the relevant standards in Planning scheme policy - Integrated design.
RAD13	Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
Stormwater	
RAD14	Any new or changes to existing stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises in accordance with Planning scheme policy – Integrated design. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.
RAD15	Development incorporates a 'deemed to comply solution' to manage stormwater quality where the development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in: i. 6 or more dwellings; or ii. an impervious area greater than 25% of the net developable area. Note - The deemed to comply solution is to be designed, constructed, established and maintained in accordance with the requirements of Water by Design 'Deemed to Comply Solutions - Stormwater Quality Management for South East Queensland' and Planning scheme policy - Integrated design.
RAD16	Development ensures that surface flows entering the premises from adjacent properties are not blocked, diverted or concentrated. Note - A report from a suitably qualified Registered Professional Engineer Queensland may be required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.
RAD17	Development ensures that works (e.g. fences and walls) do not block, divert or concentrate the flow of stormwater to adjoining properties. Note - A report from a suitably qualified Registered Professional Engineer Queensland may be required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.
RAD18	Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land is protected by easements in favour of Council (at no cost to Council). Minimum easement widths are as follows:

	<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater Pipe up to 825mm diameter</td><td>3.0m</td></tr><tr><td>Stormwater Pipe up to 825mm diameter with Sewer pipe up to 225m diameter</td><td>4.0m</td></tr><tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the pipe and clear of all pits.</td></tr></table> Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system. Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
Site works and construction management	
RAD19	The site and any existing structures are to be maintained in a tidy and safe condition.
RAD20	Development does not cause erosion or allow sediment to leave the site. Note - The International Erosion Control Association (Australasia) Best Practice Erosion and Sediment Control provides guidance on strategies and techniques for managing erosion and sedimentation.
RAD21	No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
RAD22	Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on developments sites are adopted and implemented.
RAD23	Any damage to Council land or infrastructure is repaired or replaced, with the same materials prior to plan sealing or final building classification.
RAD24	Construction traffic, including contractor car parking, is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).
RAD25	Any material dropped, deposited or spilled on the road(s) as a result of construction processes associated with the site are to be cleaned at all times.

RAD26	All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works
RAD27	Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - No burning of cleared vegetation is permitted. Note - The chipped vegetation must be stored in an approved location.
RAD28	All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays.
Earthworks	
RAD29	The total of all cut and fill on-site does not exceed 900mm in height. **Figure - Cut and Fill**  Note - This is site earthworks not building work.
RAD30	Cut and fill batters, (other than batters to dams and water impoundments), have a finished slope no steeper than the following: a. any cut batter is no steeper than 1V in 4H; b. any fill batter, (other than a compacted fill batter), is no steeper than 1V in 4H; c. any compacted fill batter is no steeper than 1V in 4H.
RAD31	All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.

RAD32	Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters. Note - This is site earthworks not building work.
RAD33	All fill and excavation is contained on-site and is free draining.
RAD34	Earthworks undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land (other than a road) in a manner which: i. concentrates the flow; or ii. increases the flow rates of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
RAD35	All fill placed on-site is: a. limited to that necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
RAD36	The site is prepared and the fill placed on-site in accordance with Australian Standard AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures
RAD37	No filling or excavation is undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
RAD38	Filling or excavation that would result in any of the following is not carried out on site: a. a reduction in cover over any Council or public sector entity infrastructure to less than 600mm;

	b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity infrastructure above that which existed prior to the filling or excavation works being undertaken; c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
Fire services	
RAD39	External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005): a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks **(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. - for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. - for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. - for outdoor sales **(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales **(54)**, outdoor processing and outdoor storage facilities; and d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and where applicable, Part 3.6.
RAD40	A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m; c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
RAD41	On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.

RAD42	For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
RAD43	For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavements markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific requirements	
RAD44	N/A - This RAD has been deleted.
Home based business	
RAD45	Home based business(s) [(35)]are fully contained within a dwelling or on-site structure.
RAD46	A maximum of 1 employee (not a resident) OR 2 customers OR customers from within 1 Small rigid vehicle (SRV) or smaller are permitted on the site at any one time.
RAD47	Service and delivery vehicles do not exceed one Small rigid vehicle (SRV) at any one time.
RAD48	Vehicle parking for the Home based business [(35)] on-site is limited to 1 car or Small rigid vehicle (SRV).

RAD49	Home based business(s) [35] occupy an area of the existing dwelling or on-site structure not greater than 40m^2 gross floor area.
RAD50	Home based business(s) [35] do not involve manufacturing. Note - Food businesses that are licensable by local government and only involve the manufacturing of non-potentially hazardous food are permitted. Definitions in the Food Act 2006 apply to this note.
RAD51	The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, noise, light, chemicals and other environmental nuisances.
RAD52	The hours of operation do not exceed 8:00am to 6:00pm, Monday to Saturday and are not open to the public on Sunday's, Christmas Day, Good Friday and Anzac Day. Note - Office or administrative activities that do not generate non-residents visiting the site, such as book-keeping and computer work, may operate outside the hours of operation.
RAD53	For a bed and breakfast, the use: a. is fully contained within the existing dwelling on-site; b. occupies a maximum of 2 bedrooms; c. includes the provision of a minimum of 1 meal per day; d. accommodates a maximum of 6 people at any one time. Note - For a Bed and Breakfast RAD45 - RAD52 above do not apply.
Sales Office [72]	
RAD54	Car parking spaces are provided in accordance with Table 7.2.3.1.1.5 'Car parking spaces'.
RAD55	Car parking and manoeuvring areas are designed and constructed in accordance with the Australian Standards AS2890.1.
RAD56	Sales office [72] has direct vehicular access to a dedicated road constructed in accordance with Planning scheme policy - Integrated design.
RAD57	Fencing adjoining a street (other than a laneway) or public open space does not exceed 1.2 metres in height.
RAD58	30% of the front façade of the building (excluding the garage and front door) is made up of windows/glazing.
RAD59	The Sales office [72] has a clearly identifiable pedestrian entry that is visible and accessible from the primary frontage.
RAD60	The use of the premises for a Sales office [72] is for a maximum of 2 years after the commencement of the use.

Telecommunications facility [81] Editor's note - In accordance with the Federal legislation Telecommunications facilities [81] must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
RAD61	A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
RAD62	The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
RAD63	Equipment shelters and associated structures are located: a. directly beside the existing equipment shelter and associated structures; b. behind the main building line; c. further away from the frontage than the existing equipment shelter and associated structures; d. a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m.
RAD64	Equipment shelters and other associated structures are either the same type of colour or material to match the surrounding locality.
RAD65	The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
RAD66	A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the development and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person to ensure compliance with Planning scheme policy - Integrated design.
RAD67	All equipment comprising the telecommunications facility [81] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Retail, commercial and community uses	
RAD68	Where involving an extension (building work) in the front setback a minimum of 50% of the front facade of the building is made up of windows or glazing between a height of 1m and 2m. The minimum window/glazing is to remain uncovered and free of signage. Any tinting, signage or vinyl wrap applied to a glazed facade located at ground floor is to maintain visibility of the internal activity from the street and not obscure surveillance of the street.
RAD69	Development does not result in a reduction in the number or standard of car parking spaces provided on the site except where a reduction is required for the provision of cycle parking.

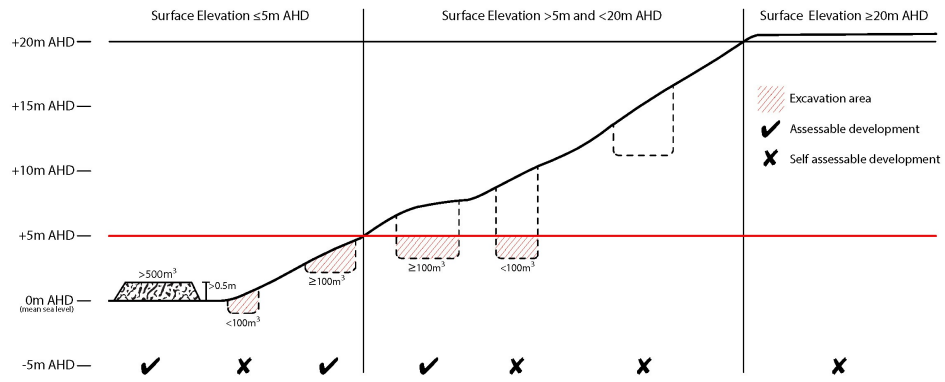
RAD70	Where additional car parking spaces are provided they are not located between the frontage and the main building line.
RAD71	Where involving an extension (building work), bins and bin storage areas are provided, designed and managed in accordance with Planning scheme policy – Waste.
RAD72	Where involving an extension (building work) it does not result in a reduction in the amount or standard of established landscaping on-site.
RAD73	Artificial lighting on-site is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of *Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting*. Note - "Curfewed hours" are taken to be those hours between 10pm and 7am on the following day.
RAD74	Hours of operation do not exceed 6:00am to 9:00pm Monday to Sunday.
RAD75	Development does not involve a drive-through facility.

Values and constraints requirements

Note - The relevant values and constraints requirements 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 conditions of approval) the identified value or constraint under this planning scheme.

Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following requirements apply)

Note - Planning scheme policy - Acid sulfate soils provides guidance for requirements for accepted development that has the potential to disturb acid sulfate soils i.e development involving filling or excavation works below the thresholds of 100m^3 and 500m^3 respectively.

RAD76	Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below 5m Australian Height Datum AHD, or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m AHD. 

Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following requirements apply) Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
RAD77	Development is for the preservation, maintenance, repair and restoration of the site, object or building. This does not apply to Listed item 99, in Schedule 1 - List of sites, objects and buildings of significant historical and cultural value of Planning scheme policy - Heritage and landscape character. Note - Preservation, maintenance, repair and restoration are defined in Schedule 1 - Definitions
RAD78	A cultural heritage conservation management plan is prepared in accordance with Planning scheme policy – Heritage and landscape character and submitted to Council prior to the commencement of any preservation, maintenance, repair and restoration works. Any preservation, maintenance, repair and restoration works are in accordance with the Council approved cultural heritage conservation management plan. This does not apply to Listed item 99 in Schedule 1 - List of sites, objects and buildings of significant historical and cultural value of Planning scheme policy - Heritage and landscape character.
RAD79	Development does not result in the removal of or damage to any significant tree identified on Overlay map – Heritage and landscape character and listed in Appendix 2 of Planning scheme policy – Heritage and landscape character.
RAD80	The following development does not occur within 20m of the base of any significant tree, identified on Overlay map – Heritage and landscape character and listed in Appendix 2 of Planning scheme policy – Heritage and landscape character: a. construction of any building; b. laying of overhead or underground services; c. any sealing, paving, soil compaction; d. any alteration of more than 75mm to the ground surface prior to work commencing.
RAD81	Pruning of a significant tree occurs in accordance with Australian Standard AS 4373-2007 - Pruning of Amenity Trees.
Infrastructure buffer areas (refer Overlay map - Infrastructure buffers to determine if the following requirements apply)	
RAD82	Development does not restrict access to Bulk water supply infrastructure of any type or size, having regard to (among other things): a. buildings and structures; b. gates and fences; c. storage of equipment or materials; d. landscaping or earthworks or stormwater or other infrastructure.

RAD83	Development does not involve the construction of any buildings or structures within a Bulk water supply infrastructure buffer.
RAD84	Development involving a major hazard facility or an Environmentally Relevant Activity (ERA) is setback 30m from a Bulk water supply infrastructure buffer.
RAD85	All habitable rooms located within an Electricity supply substation buffer are: a. located a minimum of 10m from an electricity supply substation **(80)**; and b. acoustically insulated to achieve the noise levels listed in Schedule 1, Acoustic Quality Objectives, Environmental Protection (Noise) Policy 2008.
RAD86	Development does not involve the construction of any buildings or structures containing habitable rooms or sensitive land uses within a High voltage electricity line buffer.
Overland flow path (refer Overlay map - Overland flow path to determine if the following requirements apply)	
RAD87	Development for a material change of use or building work does not involve the construction of a building or structure in an Overland flow path area.
RAD88	Development for a material change of use or operational work does not impede the flow of flood waters through the premises or worsen flood flows to other premises. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow
RAD89	Development for a material change of use or building work ensures that fencing in an overland flow path area is at least 50% permeable.
RAD90	Development for a material change of use or building work that involves a hazardous chemical ensures the hazardous chemicals is not located within an overland flow path area.
RAD91	Development for a material change of use or building work for a Park **(57)** ensures that work is provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated design.

Requirements for assessment- Next generation sub-precinct

Part B - Criteria for assessable development - Next generation sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part B, Table 7.2.3.1.1.2, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.1.1.1 Assessable development - Next generation sub-precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcomes

General criteria	
Neighbourhood structure	
PO1 Development within the Next generation sub-precinct is in accordance with an approved Neighbourhood development plan and includes: a. a series of compact and walkable neighbourhoods that have a mix of housing types on a variety of lot sizes; b. higher density housing focused within 400m walking distance of local centres and transit stops identified in a Neighbourhood development plan; c. neighbourhoods that are well connected to centres, Community uses(17) and social infrastructure; d. appropriately located non-residential uses that contribute to the creation and ongoing function of a sustainable urban community; e. where possible and practicable, koala bushland and habitat trees to be retained and incorporated into the design of a neighbourhood development plan as, but not limited to, park and open space areas, street trees and urban landscaping.	No example provided.
Density	
PO2 Within 400m walking distance of local centres and transit stops identified in a Neighbourhood development plan, development occurs at a minimum site density of 25 dwellings per hectare.	No example provided.
PO2A Rooming accommodation(69) (where student accommodation) only occurs within 400m walking distance of local centres and transit stops identified in a Neighbourhood development plan at a minimum of 100 students per hectare of site area and does not exceed 300 students per hectare of site area.	No example provided.
PO2B	No example provided.

Outside 400m walking distance of local centres and transit stops identified in a Neighbourhood development plan, development occurs at a minimum site density of 15 dwellings per hectare and does not exceed 75 dwellings per hectare.	
Building height (Residential uses)	
PO3 Buildings and structures have a height that: a. is consistent with the low to medium rise character of the Next generation sub-precinct; b. responds to the topographic features of the site, including slope and orientation; c. is not visually dominant or overbearing with respect to the streetscape, street conditions (e.g. street width) or adjoining properties; d. positively contributes to the intended built form of the surrounding area; Note - To demonstrate compliance with the above a visual impact assessment may be required in accordance with Planning scheme policy - Residential design. Visual impact assessments will require the consideration of all built form matters (e.g. height, setbacks, site cover, building bulk and mass, articulation, roof form and other design aspects) from a variety of perspectives to ascertain if the proposal will result in a positive contribution. e. responds to the height of development on adjoining land where contained within another precinct or zone. Note - Refer to Planning scheme policy - Residential design for details and examples.	**E3** Building height does not exceed: a. that mapped on Overlay map – Building heights; or b. for domestic outbuildings, including free standing carports and garages, 4m and a mean height not exceeding 3.5m.
Building height (Non-residential uses)	
PO4 The height of non-residential buildings does not adversely affect amenity of the area or of adjoining properties. and positively contributes to the intended built form of the surrounding area. Note - To demonstrate compliance with the above a visual impact assessment may be required in accordance with Planning scheme policy - Residential design. Visual impact assessments will require the consideration of all built form matters (e.g. height, setbacks, site cover, building bulk and	**E4** Building height does not exceed the maximum height identified on Overlay map - Building heights except for architectural features associated with religious expression on Place of worship and Educational establishment buildings.

mass, articulation, roof form and other design aspects) from a variety of perspectives to ascertain if the proposal will result in a positive contribution.	
Setbacks (Residential uses)	
PO5 Residential buildings and structures are setback to: a. be consistent with the low to medium character intended for the area, create more active frontages and maximise private open space at the rear; b. ensure development is not visually dominant or overbearing with respect to the streetscape and the adjoining sites; c. provide space for frontage landscaping and landscaped open space breaks between and around buildings to soften the built form, reduce urban heat island effects and support shaded outdoor living and active and passive recreation; d. provide space for communal and private open space areas that are of a size and dimension to be useable and functional; e. maintain the privacy of adjoining properties; f. ensure parked vehicles do not restrict pedestrian and traffic movement and safety; g. limit the length, height and openings of boundary walls to maximise privacy and amenity on adjoining properties; h. provide adequate separation to particular infrastructure and waterbodies to minimize adverse impacts on people, property, water quality and infrastructure; i. ensure built to boundary walls do not create unusable or inaccessible spaces and do not negatively impact the streetscape character, amenity or functionality of adjoining properties. Note - Refer to Planning scheme policy - Residential design for details and examples.	**E5.1** Setbacks (excluding built to boundary walls) comply with Table 7.2.3.1.1.3 'Setbacks'. **E5.2** Buildings (excluding class 10 buildings and structures) ensure that built to boundary walls are: a. only established on lots having a primary frontage of 18m or less and where permitted in Table 7.2.3.1.1.4 'Built to boundary walls (Residential uses)'; b. of a length and height not exceeding that specified in Table 7.2.3.1.1.4 'Built to boundary walls (Residential uses)'; c. setback from the side boundary: i. if a plan of development provides for only one built to boundary wall on the one boundary, not more than 200mm; or ii. if a built to boundary wall may be built on each side of the same boundary, not more than 20mm; d. on the low side of a sloping lot. Editor's note - Lots containing built to boundary walls should also include an appropriate easement to facilitate the maintenance of any wall within 600mm of a boundary. For boundaries with built to boundary walls on adjacent lots a 'High Density Development Easement' is recommended; or for all other built to boundary walls and 'easement for maintenance purposes' is recommended.
Setbacks (Non-residential uses)	

<table>
<tr><td>PO6

Front setbacks ensure non-residential buildings address and actively interface with streets and public spaces.</td><td>E6.1

For the primary frontage buildings are constructed:

a. to the property boundary; or

b. setback a maximum of 3m from the property boundary, where for the purpose of outdoor dining.</td></tr>
<tr><td></td><td>E6.2

For the secondary frontage, setbacks are consistent with an adjoining building.</td></tr>
<tr><td>PO7

Side and rear setbacks cater for driveway(s), services, utilities and buffers required to protect the amenity of adjoining sensitive land uses and the development will not be visually dominant or overbearing with respect to adjoining properties.</td><td>E7

No example provided.</td></tr>
<tr><td colspan="2">Site cover (Residential uses - where not a Dwelling house(22)</td></tr>
<tr><td>PO8

Residential buildings and structures will ensure that site cover:

a. does not result in a site density that is inconsistent with the intended low to medium character of the area;

b. does not result in an over development of the site;

c. does not result in other elements of the site being compromised (e.g. setbacks, open space etc).

d. reflects the low to medium density character intended for the area.

Note - Refer to Planning scheme policy - Residential design for details and examples.</td><td>E8

Site cover (excluding eaves, sun shading devices, patios, balconies and other unenclosed structures) does not exceed the specified percentages in the table below.

<table><tr><th rowspan="2">Building height</th><th colspan="6">Lot Size</th></tr><tr><th>300m^2 or less</th><th>301-400m^2</th><th>401-500m^2</th><th>501-1000m^2</th><th>1001-2500m^2</th><th>Greater than 2501m^2</th></tr><tr><td>Less than 8.5m</td><td>70%</td><td>60%</td><td>60%</td><td>60%</td><td>60%</td><td>60%</td></tr><tr><td>8.5m -12.0m</td><td>50%</td><td>50%</td><td>60%</td><td>50%</td><td>50%</td><td>50%</td></tr><tr><td>Greater than 12.0m</td><td>N/A</td><td>N/A</td><td>N/A</td><td>50%</td><td>40%</td><td>40%</td></tr></table>
Note - Refer to Planning scheme policy - Residential design for method of calculation.</td></tr>
<tr><td colspan="2">Car parking (Residential uses)</td></tr>
</table>

Table 7.2.3.1.1.2

PO8A Car parking spaces are provided on-site to meet the demands of residents and visitors.	**E8A** Car parking spaces are provided in accordance with the Residential uses code Table 9.3.2.7 'Car parking rates - Centre zone (District and Local centre precincts), Redcliffe Kippa-Ring local plan code and Caboolture West local plan code'.
Movement network	
PO9 Development is designed to connect to and form part of the surrounding neighbourhood by providing interconnected street, pedestrian and cyclist pathways to adjoining development, nearby centres, neighbourhood hubs, community facilities, public transport nodes and open space generally in accordance with an approved Neighbourhood development plan that generally reflects the urban structure concept shown indicatively on Figure 7.2.3.2 - Movement, major streets and Figure 7.2.3.3 - Movement, walking and cycling.	No example provided.
Water sensitive urban design	
PO10 Best practice Water Sensitive Urban Design (WSUD) is incorporated within development sites adjoining street frontages to mitigate impacts of stormwater run-off in accordance with Planning scheme policy - Integrated design.	No example provided.
Sensitive land use separation	
PO11 Sensitive land uses within 250m of land in the Enterprise and employment precinct - General industry sub-precinct must mitigate any potential exposure to industrial air, noise or odour emissions that impact on human health, amenity and wellbeing. 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.	**E11** Development is designed and operated to ensure that: a. it meets the criteria outlined in the Planning Scheme Policy – Noise; and b. the air quality objectives in the *Environmental Protection (Air) Policy 2008*, are met.
Amenity	

PO12 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, noise, light, chemicals and other environmental nuisances	No example provided.
Noise	
PO13 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO14 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E14.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E14.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures.

	Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO15 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO16 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	No example provided.
PO17 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO18 The layout of the development does not compromise: a. the development of the road network in the area;	**E18.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway.

b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is mapped on an approved Neighbourhood development plan.	Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E18.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E18.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E18.4 The development layout allows forward vehicular access to and from the site.
PO19 Safe access is provided for all vehicles required to access the site.	**E19.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E19.2

	Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E19.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E19.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO20 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E20** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on an approved Neighbourhood development plan.
PO21 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E21.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on an approved Neighbourhood development plan. Note - Refer to QUDM for requirements regarding trafficability.
	E21.2

	Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO22 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	No example provided.
PO23 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development.	**E23.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion

Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on an approved Neighbourhood development plan. Note - The active transport network is mapped on an approved Neighbourhood development plan.	of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E23.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E23.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO24 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards.	**E24** New intersection spacing (centreline – centreline) along a through road conforms with the following; a. Where the through road provides an access or residential street function; i. intersecting road located on same side = 60 metres; or ii. intersecting road located on opposite side = 40 metres.

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.	b. Where the through road provides a local collector or district collector function: i. intersecting road located on same side = 100 metres; or ii. intersecting road located on opposite side = 60 metres. c. Where the through road provides a sub-arterial function: i. intersecting road located on same side = 250 metres; or ii. intersecting road located on opposite side = 100 metres. d. Where the through road provides an arterial function: i. intersecting road located on same side = 350 metres; or ii. intersecting road located on opposite side = 150 metres. e. Walkable block perimeter does not exceed 500 metres in the Next generation sub-precinct. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay may - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.
PO25 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.	**E25** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following: **Situation** | **Minimum construction**

Note - Frontage roads include streets where no direct lot access is provided. Note - The road network is mapped on an approved Neighbourhood development plan. Note - The active transport network is mapped on an approved Neighbourhood development plan. Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.	Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard.	Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.
	Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads. Note - Construction includes all associated works (services, street lighting and linemarking). Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.	
Stormwater		
PO26 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E26.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.	
	E26.2	

	Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E26.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM. Note - Development is to provide inter-allotment – QUDM level III drainage, including bunds, to all lots that have a gradient less than 1 in 100 (for the whole of the allotment) to the road. The inter-allotment drainage system (including easements) is provided in accordance with Planning scheme policy - Integrated design (Appendix C).
PO27 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E27.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E27.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E27.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E27.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO28 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development.	**E28** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.

The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	
PO29 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO30 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO31 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in: i. 6 or more dwellings; or ii. an impervious area greater than 25% of the net developable area,	No example provided.

<table>
<tr>
<td>stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td>
<td></td>
</tr>
<tr>
<td>PO32

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td>
<td>E32

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr>
</table>

Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td>
</tr>
<tr>
<td>PO33

Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.</td>
<td>No example provided.</td>
</tr>
</table>

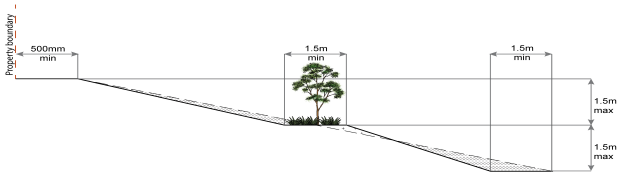
PO34 Council is provided with accurate representations of the completed stormwater management works within residential developments.	**E34** "As Built" drawings and specifications of the stormwater management devices certified by an RPEQ is provided. Note - Documentation is to include: a. photographic evidence and inspection date of the installation of approved underdrainage; b. copy of the bioretention filter media delivery dockets/quality certificates confirming the materials comply with specifications in the approved Stormwater Management Plan; c. date of the final inspection.
Site works and construction management	
PO35 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO36 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E36.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.

	E36.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E36.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E36.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO37 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E37** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO38 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or	**E38.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
	E38.2 All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads.
	E38.3

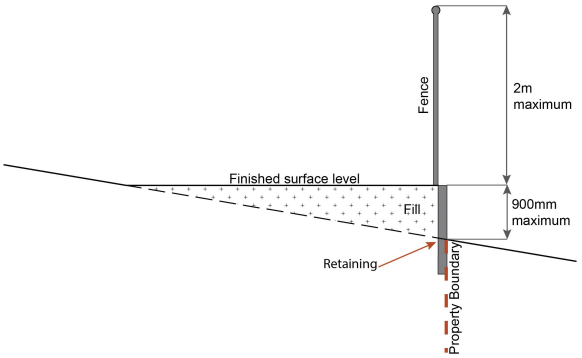
b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E38.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E38.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads. **E38.6** Access to the development site is obtained via an existing lawful access point.
PO39 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E39** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.

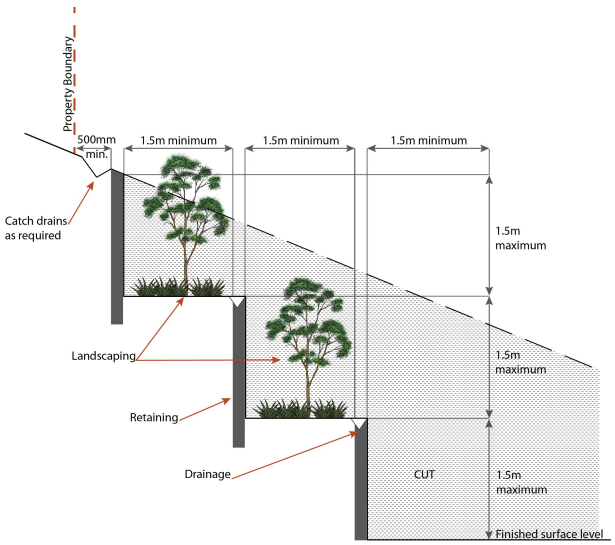
PO40 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E40** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO41 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E41.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E41.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO42 All development works are carried out at times which minimise noise impacts to residents.	**E42** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.

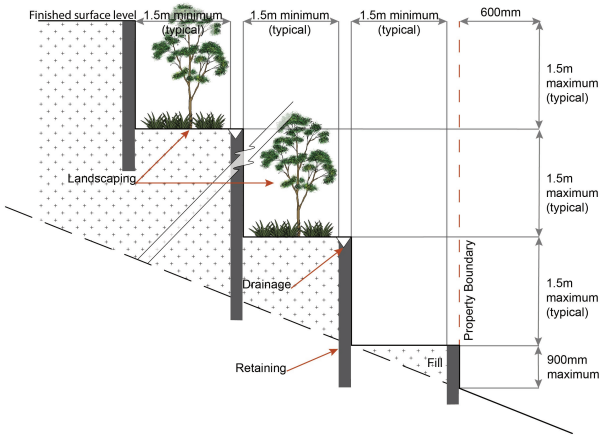
PO43 Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the Council or other person engaged in the provision of public utility services is to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO44 Filling and excavation is designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E44.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E44.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E44.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E44.4 All filling or excavation is contained within the site and is free draining.
	E44.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E44.6

	The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E44.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO45 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E45** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO46 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	**E46.1** No filling and excavation is undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
	E46.2 Filling or excavation that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm;

	b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO47 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO48 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO49 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E49** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or

	b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO50 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E50** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO51

Development incorporates a fire fighting system that:

a. satisfies the reasonable needs of the fire fighting entity for the area;
b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.

E51.1

External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:
    i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
    ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
    iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities;
d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.

E51.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E51.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO52 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E52** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.

PO53 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E53** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Dual occupancies(21) and Multiple dwellings(49) located outside 400m walking distance of local centres and transit stops identified in a Neighbourhood development plan	
PO54 Dual occupancies(21) and Multiple dwellings(49) are dispersed within the street to ensure they do not visually dominate the streetscape and: a. contribute to the diversity of dwelling types and built forms; b. are not the predominant built form; c. are limited to larger sites with dimensions and frontages that result in: i. generous on-site open space, landscaping and tree planting between and around buildings; ii. separation between driveways at frontages of the site and adjoining properties that allows on-street parking and street trees.	**E54.1** Dual occupancies(21) are established on sites with: a. a minimum site area of 450m^2, where having two or more road frontages; or b. a minimum site area of 500m^2 and a minimum 15m primary frontage width. **E54.2** Multiple dwellings(49) are established on sites with a minimum site area of 800m^2.
Rooming accommodation(69) and Short-term accommodation(77)	
PO54A Rooming accommodation(69) and Short-term accommodation(77) are only located within 400m walking distance of local centres or transit stops identified in a Neighbourhood development plan.	No example provided.
Educational establishments(24)	
PO55 Educational establishments(24) are located:	No example provided.

a. generally between neighbourhoods; b. on highly accessible sites along neighbourhood connecting streets; c. with close access to highly frequent public transport; d. generally along green network corridors to maximise the use of open space for sport and recreation purposes and to promote active travel as a means of transport to and from school; e. if a high school or major private school - on major connecting streets.	
PO56 Educational establishments[24] are designed to: a. if adjacent to a local centre, promote development of a compact pedestrian oriented local centre, including an urban format that is (multi-storey buildings, not a suburban campus format) and physically designed to have a pedestrian orientation to the street; b. enable shared recreation space and buildings with community out of hours; c. share sports fields with council and other schools where possible to reduce land requirements; d. provide adequate parking (including on and off street parking); e. provide access via slow speed environments to promote walking and cycling.	No example provided.
Food and drink outlet[28] (where in a regional or district sports facility)	
PO57 Food and drink outlets[28] : a. remain secondary and ancillary to an open space, sport or recreation use; b. do not restrict or inhibit the ability for a recreation and open space area to be used for its primary sport and recreation purpose;	No example provided.

c. do not appear, act or function as a separate and stand-alone commercial activity, and have a clearly expressed relationship with an open space, sport or recreation use; d. do not generate nuisance effects such as noise, dust and odour on the character and amenity of the recreation and open space areas or on adjoining properties.	
Home based business[35]	
PO58 The scale and intensity of the Home based business[35]: a. is compatible with the physical characteristics of the site and the character of the local area; b. is able to accommodate anticipated car parking demand and on-site manoeuvring without negatively impacting the streetscape or road safety; c. does not adversely impact on the amenity of the adjoining and nearby premises; d. remains ancillary to the residential use of the Dwelling house'SC1.1.2—Use definitions'; e. does not create conditions which cause hazards or nuisances to neighbours or other persons not associated with the activity; f. ensures employees and visitors to the site do not negatively impact the expected amenity of adjoining properties; g. ensures service and delivery vehicles do not negatively impact the amenity of the area.	No example provided.
Major electricity infrastructure[43], Substation[80] and Utility installation[86]	
PO59 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive;	**E59.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line;

d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E59.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO60 Infrastructure does not have an impact on pedestrian health and safety.	**E60** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO61 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E61** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Market[46]	
PO62 Markets[46]: a. are temporary or periodic in nature; b. remain limited in size, scale and intensity to avoid adverse detrimental impacts on the character and amenity of an adjoining area, including vehicle access, traffic generation, on and off site car parking and pedestrian safety; c. do not restrict or inhibit the ability for a recreation and open space area to be used for its primary sport and recreation purpose; d. have minimal economic impact on established businesses on commercially zoned land in the immediate vicinity;	**E62.1** The Market[46] does not impact on the ability to undertake activities associated with the primary recreation and open space purpose of the site. **E62.2** Market[46] operates as follows: a. no more than 2 days in any week; b. no more than 50 individual stalls; c. all activities, including set-up and pack-up, occur within the hours of 7.00am and 3.00pm;

e. do not generate nuisance effects such as noise, dust, odour, hours and frequency of operation, on the character and amenity of the recreation and open space areas or on adjoining properties; f. do not adversely impact on the safe and efficient operation of the external road network.	d. no use of amplified music, public address systems and noise generating plant and equipment; e. waste containers are provided at a rate of 1 per food stall and 1 per 4 non-food stalls.
Sales office(72)	
PO63 The Sales office(72) is designed to: a. provide functional and safe access, manoeuvring areas and car parking spaces for the number and type of vehicles anticipated to access the site; b. complement the streetscape character while maintaining surveillance between buildings and public spaces; c. be temporary in nature. Note - Refer to Planning scheme policy - Integrated design for access and crossover requirements.	No example provided.
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO64 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E64.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E64.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO65	**E65**

A new Telecommunications facility[(81)] is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO66 Telecommunications facilities[(81)] do not conflict with lawful existing land uses both on and adjoining the site.	**E66** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO67 The Telecommunications facility[(81)] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E67.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E67.2 In all other areas towers do not exceed 35m in height.
	E67.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E67.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries. Where there is no established building line the facility is located at the rear of the site.
	E67.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E67.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses.

	Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO68 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E68** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO69 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E69** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Regional and district sports facilities	
PO70 Regional and district sports facilities are located in accordance with an approved Neighbourhood development plan.	No example provided.
PO71 The development of Regional and district sports facilities is to: a. ensure that buildings and structures are not overbearing, visually dominant or out of character with the surrounding built environment nor detract from the amenity of adjoining land; b. ensure buildings and structures do not result in overlooking of private areas when adjoining residential areas, or block or impinge upon the receipt of natural sunlight and outlook; c. be designed in accordance with the principles of Crime Prevention Through Environment Design (CPTED) to achieve a high level of safety, surveillance and security;	No example provided.

d. incorporate appropriate design responses, relative to the size and function of buildings, that acknowledge and reflect the region's sub-tropical climate; e. maintain the open space character as a visual contrast to urban development; or where a higher density of built form is anticipated, the visual appearance of building bulk is reduced through: i. design measures such as the provision of meaningful recesses and projections through the horizontal and vertical plane; ii. use of a variety of building materials and colours; iii. use of landscaping and screening. f. achieve the design principles outlined in Planning scheme policy - Integrated design.	
Retail, commercial and community uses	
PO72 Community activities: a. are located to: i. cluster with other non-residential activities to form a neighbourhood hub (this may include being located within or adjacent to an existing neighbourhood hub); or ii. if establishing a new neighbourhood hub (as described in the PO74 below) be on a main street. b. are located on allotments that have appropriate area and dimensions for the siting of: i. buildings and structures; ii. vehicle servicing, deliveries, parking, manoeuvring and circulation; iii. landscaping and open space including buffering. c. are of a small scale, having regard to the surrounding character;	No example provided.

d. are serviced by public transport; e. do not negatively impact adjoining residents or the streetscape.	
PO73 Retail and commercial uses within a neighbourhood hub are of a scale that provide for the convenience needs or localised services of the immediate neighbourhood and do not constitute the scale or function of a Local centre. Note - Refer to Table 7.2.3.4 Caboolture West - Centres network. Retail and commercial uses exceeding the thresholds above should be part of a local centre.	**E73** Retail and commercial uses within a neighbourhood hub consist of no more than: a. 1 small format supermarket with a maximum GFA of 1200m^2; b. 10 small format retail or commercial tenancies with a maximum GFA of 100m^2 each.
PO74 The establishment of a new neighbourhood hub must: a. adjoin or address a park, public open space or include privately owned civic or forecourt space having a minimum area of 400m^2; b. be located on the corner of neighbourhood connecting streets; c. form a 'Main street' having a maximum length of 200m; d. be centrally located within an 800m radial catchment. Note - Refer to Table 7.2.3.4 - Caboolture West centre network, for specific role and function criteria associated with a neighbourhood hub.	No example provided.
PO75 Corner stores may establish as standalone uses where: a. having a maximum GFA of 250m^2; b. the building adjoins the street frontage and has its main pedestrian entrance from the street frontage; c. not within 1600m of another corner store, neighbourhood hub or centre.	No example provided.

PO76 Service stations are located, designed and orientated to: a. establish on heavily trafficked roads where the amenity of surrounding residential uses is already subject to impacts by road vehicle noise; b. be in proximity of a neighbourhood hub or centre; c. not negatively impact active streets, public spaces or hubs of activity where the pedestrian safety and comfort is of high importance (e.g. in neighbourhood hubs and centres); d. not result in the fragmentation of active streets (e.g. site where active uses are located on adjoining lots); e. ensure the amenity of adjoining properties is protected; f. reduce the visual impact of the Service station from the streetscape while maintaining surveillance from the site to the street; g. minimise impacts on adjoining residential uses, to a level suitable relative to expected residential amenity of the area; h. provide ancillary uses that meet the convenience needs of users.	**E76.1** Service stations are located: a. adjoining or within 400m of: i. a neighbourhood hub identified on Overlay map - Community activities and neighbourhood hubs (not on a neighbourhood hub lot); or ii. the Town centre precinct or a local centre sub-precinct in an approved Neighbourhood development plan. b. on the corner lot of an arterial or sub-arterial road. **E76.2** Service stations are designed and orientated on site to: a. include a landscaping strip having a minimum depth of 1m adjoining all road frontages; b. building and structures (including fuel pump canopies) are setback a minimum of 3m from the primary and secondary frontage and a minimum of 5m from side and rear boundaries; c. include a screen fence, of a height and standard in accordance with a noise impact assessment (Note - Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise), on side and rear boundaries where adjoining land is able to contain a residential use; d. not include more than 2 driveway crossovers.
PO77 Non-residential uses (excluding a Service station) address and activate streets and public spaces by: a. ensuring buildings and individual tenancies address street frontage(s), civic space and other areas of pedestrian movement; b. new buildings adjoin or are within 3m of the primary frontage(s), civic space or public open space;	No example provided.

c. locating car parking areas and drive-through facilities behind or under buildings to not dominate the street environment; d. establishing and maintaining interaction, pedestrian activity and casual surveillance through appropriate land uses and building design (e.g. the use of windows or glazing and avoiding blank walls with the use of sleeving); e. providing visual interest to the façade (e.g. windows or glazing, variation in colour, materials, finishes, articulation, recesses or projections); f. establishing and maintaining human scale.	
PO78 All buildings exhibit a high standard of design and construction, which: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, cantilevered awning); b. enables differentiation between buildings; c. contributes to a safe environment; d. incorporates architectural features within the building facade at the street level to create human scale (e.g. cantilevered awning); e. includes building entrances that are readily identifiable from the road frontage; f. locate and orientate to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites; g. incorporate appropriate acoustic treatments, having regard to any adjoining residential uses; h. facilitate casual surveillance of all public spaces.	No example provided.
PO79 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between the street frontage and the entrance to the building;	No example provided.

b. provides safety and security of people and property at all times; c. does not impede active frontage and active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. is consolidated and shared with adjoining sites wherever possible.	
PO80 The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas through providing pedestrian paths in car parking areas that are: a. located along the most direct route between building entrances, car parks and adjoining uses; b. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc); c. are of a width to allow safe and efficient access for prams and wheelchairs.	No example provided.
PO81 The number of car parking spaces is managed to: a. provide for the parking of visitors and employees that is appropriate to the use and the site's proximity to public and active transport options; b. avoid an oversupply of car parking spaces; c. avoid the visual impact of large areas of open space parking from road frontages and public areas; d. promote innovative solutions, including on-street parking and shared parking areas; e. promote active and public transport options. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E81.1** Car parking is provided in accordance with Table 7.2.3.1.1.5. Note - The above rates exclude car parking spaces for Dwelling houses and for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards. **E81.2** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.

PO82

a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include:

   i. adequate bicycle parking and storage facilities; and

   ii. adequate provision for securing belongings; and

   iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors.

b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to:

   i. the projected population growth and forward planning for road upgrading and development of cycle paths; or

   ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or

   iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters.

Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural living precinct.

Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.

E82.1

Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number).

Use	Minimum Bicycle Parking
Residential uses comprised of dwellings	Minimum 1 space per dwelling
All other residential uses	Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking
Non-residential uses	Minimum 1 space per 200m2 of GFA

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E82.2

Bicycle parking is:

a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*;

b. protected from the weather by its location or a dedicated roof structure;

c. located within the building or in a dedicated, secure structure for residents and staff;

d. adjacent to building entrances or in public areas for customers and visitors.

Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3.

Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E82.3

For non-residential uses, storage lockers:

a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number);

b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E82.4

For non-residential uses, changing rooms:

a. are provided at a rate of 1 per 10 bicycle parking spaces;
b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

	Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head. Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1). d. are provided with: i. a mirror located above each wash basin; ii. a hook and bench seating within each shower compartment; iii. a socket-outlet located adjacent to each wash basin. Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
PO83 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E83** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
PO84 On-site landscaping is provided, that: a. is incorporated into the design of the development; b. reduces the dominance of car parking and servicing areas from the street frontage; c. retains mature trees wherever possible; d. does not create safety or security issues by creating potential concealment areas or interfering with sight lines; e. maintains the achievement of active frontages and sight lines for casual surveillance. Note - All landscaping is to accord with Planning scheme policy - Integrated design.	No example provided.

PO85 Surveillance and overlooking are maintained between the road frontage and the main building line.	**E85** No fencing is provided forward of the building line.
PO86 Lighting is designed to provide adequate levels of illumination to public and communal spaces to maximise safety and minimise adverse impacts on residential and other sensitive land uses.	No example provided.
PO87 The hours of operation minimise adverse amenity impacts on adjoining sensitive land uses.	**E87** Hours of operation do not exceed 6:00am to 9:00pm Monday to Sunday.

Values and constraints criteria

Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan or conditions of approval) the identified value or constraint under this planning scheme.

Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following assessment criteria apply)

Note - To demonstrate achievement of the performance outcome, an Acid sulfate soils (ASS) investigation report and soil management plan is prepared by a qualified engineer. Guidance for the preparation an ASS investigation report and soil management plan is provided in Planning scheme policy - Acid sulfate soils.

PO88 Development avoids disturbing acid sulfate soils. Where development disturbs acid sulfate soils, development: a. is managed to avoid or minimise the release of surface or groundwater flows containing acid and metal contaminants into the environment; b. protects the environmental and ecological values and health of receiving waters; c. protects buildings and infrastructure from the effects of acid sulfate soils.	**E88** Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below than 5m Australian Height datum AHD; or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m Australian Height datum AHD.

Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply)

Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter.

Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO89 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E89** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO90 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO91 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural	No example provided.

heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO92 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E92** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.
PO93 Development within a bulk water supply infrastructure buffer is located, designed and constructed to: a. protect the integrity of the bulk water supply infrastructure; b. Maintains adequate access for any required maintenance or upgrading work to the bulk water supply infrastructure.	**E93** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a bulk water supply infrastructure buffer.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO94 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO95 Development:	No example provided.

a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	
PO96 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO97 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E97** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO98 Development ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E98** Development ensures overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO99	**E99.1**

Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E99.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO100 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO101 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E101** 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.

Table 7.2.3.1.1.3 Setbacks

Residential uses										
Height of wall	**Frontage primary**			**Frontage secondary to street**			**Frontage secondary to lane**	**Side non-built to boundary wall To OMP and wall**	**Rear To OMP and wall**	**Trafficable water body To OMP and wall**
	To wall	**To OMP**	**To covered car parking space***	**To wall**	**To OMP**	**To covered car parking space***	**To OMP and wall**			
Less than 4.5m	Min 4m	Min 3m	Min 5.4m	Min 2m	Min 1m	Min 5.4m	Min 0.5m	Min 1.5m	Min 1.5m	Min 4.5m
4.5m to 8.5m	Min 4m	Min 3m	N/A	Min 2m	Min 1m	N/A	Min 0.5m	Min 2m	Min 2m	Min 4.5m
Greater than 8.5m	Min 6m	Min 5m	N/A	Min 3m	Min 2m	N/A	Min 0.5m	Min 2m up to 8.5m in height; plus 0.5m for every 3m in height (or storey) or part thereof over 8.5m	Min 5m	Min 4.5m

Note - * Does not apply to basement car parking areas

Table 7.2.3.1.1.4 Built to boundary walls (Residential uses)

Lot frontage width	**Mandatory / optional**	**Length and height of built to boundary wall**
		Next generation sub-precinct
Less than 7.5m	Mandatory - both sides unless a corner lot	Max Length: 80% of the length of the boundary Max Height: 7.5m
7.5m to 12.5m	Mandatory - one side	Max Length: 60% of the length of the boundary Max Height: 7.5m
Greater than 12.5m to 18m	Optional: i. on 1 boundary only; ii. where the built to boundary wall adjoins a lot with a frontage less than 18m.	Max Length: the lesser of 15m or 60% of the length of the boundary Max Height: 7.5m
Greater than 18m	Not permitted.	

Table 7.2.3.1.1.5 Car parking spaces

Site proximity	Land use	Maximum number of car spaces to be provided	Minimum number of car spaces to be provided
Within 800m walking distance of the **Town centre precinct**	Non-residential	1 per 30m^2 GFA	1 per 50m^2 GFA
Other (Wider catchment)	Non-residential	1 per 20m^2 GFA	1 per 30m^2 GFA

Note - Car parking rates are to be rounded up to the nearest whole number.

7.2.3.1.2 Local centre sub-precinct

7.2.3.1.2.1 Purpose - Local centre sub-precinct

1. The purpose of the Local centre sub-precinct will be achieved through the following overall outcomes:

    a. Development is of a size, scale and range of services commensurate with the role and function of the local centre sub-precinct within the Caboolture West centres network.

    b. Development contributes to a mix and the co-location of compatible uses, in a compact urban form.

    c. Development is of a sufficient intensity and land use mix to support public transport, active transport, improve land efficiency and support centre facilities.

    d. Adverse impacts on the amenity of residential uses are minimised by mitigating noise, odour and air quality impacts on residents to a level consistent with the location within or adjoining the local centre.

    e. The safety and efficientcy of pedestrian movement is prioritised in the design of car parking areas and the size, frequency and location of vehicle crossovers.

    f. The amount of on-site car parking encourages the use of public and active transport, increases land use efficiency and does not negatively impact the streetscape.

    g. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

    h. Pedestrian connections are provided to intergrate the development with the street, public spaces and the surrounding area.

    i. Development encourages social activity through the provision of high quality civic and plaza spaces.

    j. Local centres are located:

        i. in accordance with an approved Neighbourhood development plan that reflects the urban structure concept show indicatively on Figure 7.2.3.5 - Centres, employment and schools.

        ii. generally within a 1000m walking distance of most residents;

        iii. at the junction of main streets and public transport routes in accessible and visible locations;

        iv. generally to the side of the intersection creating pedestrian focused main streets.

    k. Local centres are established where:

        i. it is of an appropriate scale to service the surrounding local catchment providing an important local activity node;

        ii. clear separation from existing local centres within the network is maintained to reduce catchment overlap;

        iii. the function and scale of uses and activities will not have a negative impact on the community.

    l. The design, siting and construction of buildings within a local centre sub-precinct:

        i. contributes to a high quality centre consistent with the desired character of the centre and surrounding area;

ii. ensures adverse impacts on the amenity of surrounding residential uses are minimised by mitigating noise, odour and air quality impacts on residents to a level consistent with the location within or adjoining a local centre;

iii. maintains a human scale, through appropriate building heights and form;

iv. is centred around a main street;

v. provides attractive, active frontages that maximise pedestrian activity along road frontages and public spaces;

vi. provides for active and passive surveillance of the public spaces, road frontages and movement corridors;

vii. promotes active transport options and ensures an oversupply of car parking is not provided;

viii. does not result in internalised Shopping centres(76) with large external blank walls with tenancies only accessible from within the building;

ix. locates tenancies at the street with car parking at the rear;

x. ensures expansive areas of surface car parking do not dominate road frontages or public spaces;

xi. ensures parking, manoeuvring and servicing areas are designed, located and aesthetically treated to not be visually dominant features from the streetscape and public spaces.

xii. includes buffer or other treatment measures to respond to the interface with residential areas.

m. General works associated with the development achieves the following:

i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity (underground where possible), water and sewerage (where available);

ii. the development manages stormwater to:

A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
B. prevent stormwater contamination and the release of pollutants;
C. maintain or improve the structure and condition of drainage lines and riparian areas;
D. avoid off-site adverse impacts from stormwater.

iii. the development does not result in unacceptable impacts on the capacity and safety of the external road network;

iv. the development ensures the safety, efficiency and usability of access ways and parking areas;

v. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

n. Activities associated with the use do not cause a nuisance by way of aerosols, fumes, light, noise, odour, particles or smoke.

o. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

p. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

q. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

r. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

s. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

t. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

i. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
ii. providing effective separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
iii. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
iv. ensuring effective and efficient disaster management response and recovery capabilities;
v. where located in an overland flow path;

A. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
B. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
C. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
D. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

u. Development in the Local centre sub-precinct is for one or more of the uses identified below:

• Caretaker's accommodation(10) • Child care centre(13) • Club(14) • Community care centre(15) • Community use(17) • Dwelling unit(23) • Emergency services(25)	• Food and drink outlet(28) • Hardware and trade supplies(32) - if 250m^2 GFA or less • Health care services(33) • Home based business(35) • Low impact industry(42) - if not adjoining an arterial, sub-arterial, district collector or local collector	• Place of worship(60) • Service industry(73) • Shop(75) • Shopping centre (76) • Showroom(78) - if 250m^2 GFA or less • Veterinary services (87)

	• Market(46) • Office(53)	

v. Development in the Local centre sub-precinct does not include one or more of the following uses:

• Air services(3) • Animal husbandry(4) • Animal keeping(5) • Aquaculture(6) • Brothel(8) • Bulk landscape supplies(9) • Cemetery(12) • Crematorium(18) • Cropping(19) • Detention facility(20) • Environment facility(26) • Extractive industry(27) • Hardware and trade supplies(32) - if more than 250m^2 GFA • High impact industry(34) • Hotel(37) • Intensive animal industry(39) • Intensive horticulture(40)	• Landing(41) • Major sport, recreation and entertainment facility(44) • Marine industry(45) • Medium impact industry(47) • Motor sport facility(48) • Multiple dwellingCould not findID-2693465-5213 (where not part of a mixed use building) • Nightclub entertainment facility(51) • Outdoor sales(54) • Outdoor sport and recreation(55) • Parking station(58) • Permanent plantation(59) • Port services(61) • Relocatable home park(62) • Renewable energy facility(63)	• Research and technology industry(63) • Resort complex(66) • Rooming accommodation(69) • Rural industry(70) • Rural workers' accommodation(71) • Short-term accommodation(77) • Showroom(78) - if more than 250m^2 GFA • Special industry(79) • Tourist park(84) • Transport depot(85) • Winery(90)

w. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the sub-precinct.

7.2.3.1.2.2 Accepted development subject to requirements

If development is to be categorised as accepted development subject to requirements it must comply with the requirements for accepted development set out in Part C, Table 7.2.3.1.2.1. Where the development does not meet a requirement for accepted development (RAD) within Part C Table 7.2.3.1.2.1, it becomes assessable development under the rules outlined in section 5.3.3 (1), and assessment is against the corresponding performance outcome (PO) identified in the table below. This only occurs whenever a RAD is not met and is therefore limited to the subject matter of the RADs that are not complied with. To remove any doubt, for those RADs that are complied with, there is no need for assessment against the corresponding PO.

Requirements for accepted development (RAD)	Corresponding PO
RAD1	PO3
RAD2	PO3
RAD3	PO6
RAD4	PO13
RAD5	PO14
RAD6	PO20
RAD7	PO21
RAD8	PO23
RAD9	PO
RAD10	PO27
RAD11	PO37
RAD12	PO31
RAD13	PO31
RAD14	PO31
RAD15	PO41
RAD16	PO43
RAD17	PO40
RAD18	PO41
RAD19	PO44
RAD20	PO47
RAD21	PO48
RAD22	PO49
RAD23	PO48
RAD24	PO55

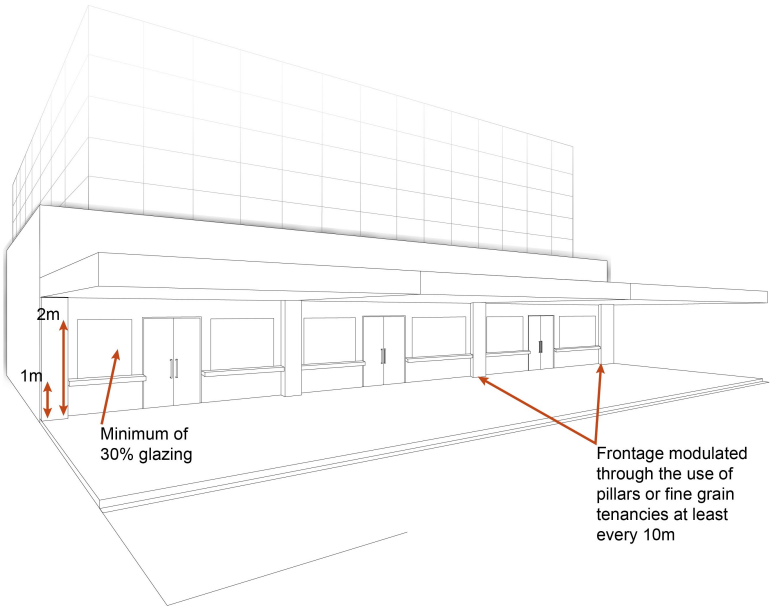
RAD25	PO50
RAD26	PO50
RAD27	PO53
RAD28	PO53
RAD29	PO54
RAD30	PO56
RAD31	PO56
RAD32	PO56
RAD33	PO56
RAD34	PO56
RAD35	PO61
RAD36	PO56
RAD37	PO56
RAD38	PO58
RAD39	PO58
RAD40	PO63
RAD41	PO63
RAD42	PO63
RAD43	PO64
RAD44	PO65
RAD45	PO70
RAD46	PO71
RAD47	PO70
RAD48	PO71
RAD49	PO66
RAD50	PO66
RAD51	PO74
RAD52	PO75
RAD53	PO76
RAD54	PO76

RAD55	PO76
RAD56	PO76
RAD57	PO78
RAD58	PO79
RAD59	PO80
RAD60	PO80
RAD61	PO80
RAD62	PO80
RAD63	PO80
RAD64	PO84
RAD65	PO83
RAD66	PO85
RAD67	PO85
RAD68	PO87
RAD69	PO86-PO88, PO90-PO92
RAD70	PO86-PO88, PO90-PO92
RAD71	PO89
RAD72	PO93

Part C - Requirements for accepted development - Local centre sub-precinct

Table 7.2.3.1.2.1 Requirements for accepted development - Local centre sub-precinct

Requirements for accepted development	
General requirements	
Extensions to existing buildings	
RAD1	Extensions to an existing building do not exceed 80m^2 GFA on site. Note - Greater setbacks may be required if the lot adjoins an environmental corridor or area (Refer to values and constraints for details).
RAD2	Where involving an extension (building work) in front of the main building line:

	a. a minimum of 50% of the front facade of the extension to the building is made up of windows or glazing between a height of 1m and 2m; b. the minimum area of window or glazing remains uncovered (e.g. is transparent and not covered by screens, curtains, furniture, internal fixtures, objects or the like) and free of signage. **Figure - Glazing** 
Building height	
RAD3	Where involving an extension (building work), building height of the extension does not exceed the maximum height identified on Overlay map - Building heights.
Car parking	
RAD4	Development does not result in a reduction in the number or standard of car parking spaces provided on the site except where a reduction is required for the provision of cycle parking.
RAD5	Where additional car parking spaces are provided they are not located between the frontage and the main building line.
Waste	
RAD6	Where involving an extension (building work) and the new waste management arrangements on site or changes to the existing waste management arrangements on site, all bins and bin storage areas are provided, designed and managed in accordance with Planning scheme policy - Waste.
Landscaping	
RAD7	Development does not result in a reduction in the area (m^2) or standard of established landscaping on-site.

	Note - This does not apply to vacant parts of a site not developed that might be grassed or contain other vegetation.
Lighting	
RAD8	Any new or changes to existing artificial lighting is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of the Australia Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - "Curfewed hours" are taken to be those hours between 10pm and 7am on the following day.
Clearing of habitat trees	
RAD9	Development does not result in the damaging, destruction or clearing of a habitat tree. This does not apply to: a. Clearing of habitat tree located within an approved development footprint; b. Clearing of a habitat tree within 10m from a lawfully established building reasonably necessary for emergency access or immediately required in response to an accident or emergency; c. Clearing of a habitat tree reasonably necessary to remove or reduce the risk vegetation poses to serious personal injury or damage to infrastructure; d. Clearing a habitat tree reasonably necessary to construct and maintain a property boundary fence and not exceed 4m in width either side of the fence; e. Clearing of a habitat tree reasonably necessary for the purpose of maintenance or works within a registered easement for public infrastructure or drainage purposes; f. Clearing of a habitat tree in accordance with existing bushfire management plan previously accepted by Council; g. Clearing of a habitat tree associated with maintaining existing open pastures, windbreaks, lawns or created gardens; h. Grazing of native pasture by stock. Editor's note - A native tree measuring greater than 80cm in diameter when measured at 1.3m from the ground is recognised as a 'habitat tree'. For further information on habitat trees, refer to Planning scheme policy - Environmental areas and corridors. Information detailing how this measurement is undertaken is provided in Australian Standard AS 4970 2009 Protection of Trees on Development Sites - Appendix A.
Work requirements	
Utilities	
RAD10	Development is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).
Access	

RAD11	The frontage road is fully constructed to Council's standards. Note - Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - Frontage roads include streets where no direct lot access is provided.
RAD12	Any new or changes to existing crossovers and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS2890.1 Parking facilities Part 1: Off street car parking; ii. AS/NZS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-Controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
RAD13	Any new or changes to existing internal driveways and access ways are designed and constructed in accordance with AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking and the relevant standards in Planning scheme policy - Integrated design.
RAD14	Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
Stormwater	
RAD15	Any new or changes to existing stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises in accordance with Planning scheme policy – Integrated design.

<table>
<tr><td></td><td>Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.</td></tr>
<tr><td>RAD16</td><td>Development incorporates a 'deemed to comply solution' to manage stormwater quality where the development:

a. is for an urban purpose that involves a land area of 2500m^2 or greater; and
b. will result in:

i. 6 or more dwellings; or
ii. an impervious area greater than 25% of the net developable area.

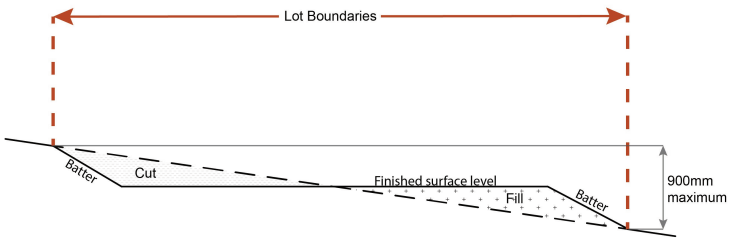
Note - The deemed to comply solution is to be designed, constructed, established and maintained in accordance with the requirements of Water by Design ‘Deemed to Comply Solutions - Stormwater Quality Management for South East Queensland’ and Planning scheme policy - Integrated design.</td></tr>
<tr><td>RAD17</td><td>Development ensures that surface flows entering the premises from adjacent properties are not blocked, diverted or concentrated.

Note - A report from a suitably qualified Registered Professional Engineer Queensland may be required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.</td></tr>
<tr><td>RAD18</td><td>Development ensures that works (e.g. fences and walls) do not block, divert or concentrate the flow of stormwater to adjoining properties.

Note - A report from a suitably qualified Registered Professional Engineer Queensland may be required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.</td></tr>
<tr><td>RAD19</td><td>Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land is protected by easements in favour of Council (at no cost to Council). Minimum easement widths are as follows:

<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater Pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater Pipe up to 825mm diameter with Sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the pipe and clear of all pits.</td></tr>
</table>
</td></tr>
</table>

	Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system. Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
Site works and construction management	
RAD20	The site and any existing structures are to be maintained in a tidy and safe condition.
RAD21	Development does not cause erosion or allow sediment to leave the site. Note - The International Erosion Control Association (Australasia) Best Practice Erosion and Sediment Control provides guidance on strategies and techniques for managing erosion and sedimentation.
RAD22	No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
RAD23	Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on developments sites are adopted and implemented.
RAD24	Any damage to Council land or infrastructure is repaired or replaced with the same materials, prior to plan sealing, or final building classification.
RAD25	Construction traffic, including contractor car parking, is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).
RAD26	Any material dropped, deposited or spilled on the road(s) as a result of construction processes associated with the site are to be cleaned at all times.
RAD27	All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works
RAD28	Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site.

	Note - No burning of cleared vegetation is permitted. Note - The chipped vegetation must be stored in an approved location.
RAD29	All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays.
Earthworks	
RAD30	The total of all cut and fill on-site does not exceed 900mm in height. **Figure - Cut and Fill**  Note - This is site earthworks not building work.
RAD31	Cut and fill batters, (other than batters to dams and water impoundments), have a finished slope no steeper than the following: a. any cut batter is no steeper than 1V in 4H; b. any fill batter, (other than a compacted fill batter), is no steeper than 1V in 4H; c. any compacted fill batter is no steeper than 1V in 4H.
RAD32	All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
RAD33	Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters. Note - This is site earthworks not building works.
RAD34	All fill and excavation is contained on-site and is free draining.
RAD35	Earthworks undertaken on the development site are shaped in a manner which does not:

	a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land (other than a road) in a manner which: i. concentrates the flow; or ii. increases the flow rates of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
RAD36	All fill placed on-site is: a. limited to that necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
RAD37	The site is prepared and the fill placed on-site in accordance with Australian Standard AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures
RAD38	No filling or excavation is undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
RAD39	Filling or excavation that would result in any of the following is not carried out on site: a. a reduction in cover over any Council or public sector entity infrastructure to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity infrastructure above that which existed prior to the filling or excavation works being undertaken; c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.

Fire Services	
RAD40	External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005): a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks **(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. - for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. - for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. - for outdoor sales **(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales **(54)**, outdoor processing and outdoor storage facilities; and d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and where applicable, Part 3.6.
RAD41	A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m; c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
RAD42	On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
RAD43	For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale);

	ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
RAD44	For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavements markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific requirements	
Residential uses (Dwelling units and Caretaker's accommodation)	
RAD45	The dwelling is provided with a separate pedestrian entrance to that of the non-residential use on-site.
RAD46	Dwellings are located behind or above the non-residential use on-site.
RAD47	Dwellings are provided with a private open space area that: a. is directly accessible from a living area within the dwelling; b. is screened for privacy; c. ground floor dwellings include a minimum private open spaces area of $16m^2$ with a minimum dimension of 4m that is not located in front of the main building line; or d. above ground floor dwellings include a minimum private open space area of $8m^2$ with a minimum dimension of 2.5m.
RAD48	The street number is clearly displayed at the entrance to the dwelling, and at the front of the site to enable identification by emergency services **(25)**
Home based business	

RAD49	A maximum of 1 employee (not a resident) OR 2 customers OR customers from within 1 Small rigid vehicle (SRV) or smaller are permitted on the site at any one time.
RAD50	The Home based business [35] occupy an area of the existing dwelling or on-site structure not greater than 40m^2 gross floor area.

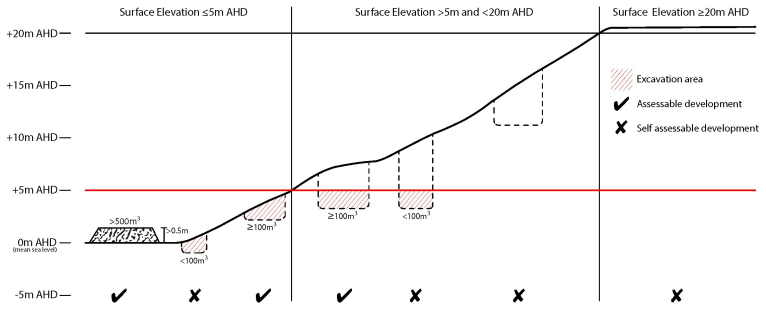
Telecommunications facility [81]

Editor's note - In accordance with the Federal legislation Telecommunications facilities [81] must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.

RAD51	A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
RAD52	The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
RAD53	Equipment shelters and associated structures are located: a. directly beside the existing equipment shelter and associated structures; b. behind the main building line; c. further away from the frontage than the existing equipment shelter and associated structures; d. a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m.
RAD54	Equipment shelters and other associated structures are either the same type of colour or material to match the surrounding locality.
RAD55	The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
RAD56	A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the development and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person to ensure compliance with Planning scheme policy - Integrated design.
RAD57	All equipment comprising the telecommunications facility [81] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.

Values and constraints requirements

Note - The relevant values and constraints requirements 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 conditions of approval) the identified value or constraint under this planning scheme.

Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following requirements apply) Note - Planning scheme policy - Acid sulfate soils provides guidance for requirements for accepted development that has the potential to disturb acid sulfate soils i.e. development involving filling or excavation works below the thresholds of 100m^3 and 500m^3 respectively.	
RAD58	Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below 5m Australian Height Datum AHD, or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m AHD. 
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following requirements apply) Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
RAD59	Development is for the preservation, maintenance, repair and restoration of the site, object or building. This does not apply to Listed item 99, in Schedule 1 - List of sites, objects and buildings of significant historical and cultural value of Planning scheme policy - Heritage and landscape character. Note - Preservation, maintenance, repair and restoration are defined in Schedule 1 - Definitions
RAD60	A cultural heritage conservation management plan is prepared in accordance with Planning scheme policy – Heritage and landscape character and submitted to Council prior to the commencement of any preservation, maintenance, repair and restoration works. Any preservation, maintenance, repair and restoration works are in accordance with the Council approved cultural heritage conservation management plan. This does not apply to Listed item 99 in Schedule 1 - List of sites, objects and buildings of significant historical and cultural value of Planning scheme policy - Heritage and landscape character.

RAD61	Development does not result in the removal of or damage to any significant tree identified on Overlay map – Heritage and landscape character and listed in Appendix 2 of Planning scheme policy – Heritage and landscape character.
RAD62	The following development does not occur within 20m of the base of any significant tree, identified on Overlay map – Heritage and landscape character and listed in Appendix 2 of Planning scheme policy – Heritage and landscape character: a. construction of any building; b. laying of overhead or underground services; c. any sealing, paving, soil compaction; d. any alteration of more than 75mm to the ground surface prior to work commencing.
RAD63	Pruning of a significant tree occurs in accordance with Australian Standard AS 4373-2007 - Pruning of Amenity Trees.
Infrastructure buffer areas (refer Overlay map - Infrastructure buffers to determine if the following requirements apply)	
RAD64	Development does not involve the construction of any buildings or structures within a Bulk water supply infrastructure buffer.
RAD65	Development involving a major hazard facility or an Environmentally Relevant Activity (ERA) is setback 30m from a Bulk water supply infrastructure buffer.
RAD66	All habitable rooms located within an Electricity supply substation buffer are: a. located a minimum of 10m from an electricity supply substation **(80)**; and b. acoustically insulated to achieve the noise levels listed in Schedule 1, Acoustic Quality Objectives, Environmental Protection (Noise) Policy 2008.
RAD67	Development does not involve the construction of any buildings or structures containing habitable rooms or sensitive land uses within a High voltage electricity line buffer.
Overland flow path (refer Overlay map - Overland flow path to determine if the following requirements apply)	
RAD68	Development for a material change of use or building work does not involve the construction of a building or structure in an Overland flow path area.
RAD69	Development for a material change of use or operational work does not impede the flow of flood waters through the premises or worsen flood flows to other premises. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow
RAD70	Development for a material change of use or building work ensures that fencing in an overland flow path area is at least 50% permeable.
RAD71	Development for a material change of use or building work that involves a hazardous chemical ensures the hazardous chemicals is not located within an overland flow path area.

RAD72	Development for a material change of use or building work for a Park [(57)] ensures that work is provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated design.

7.2.3.1.2.3 Requirements for assessment

Part D - Criteria for assessable development - Local centre sub-precinct

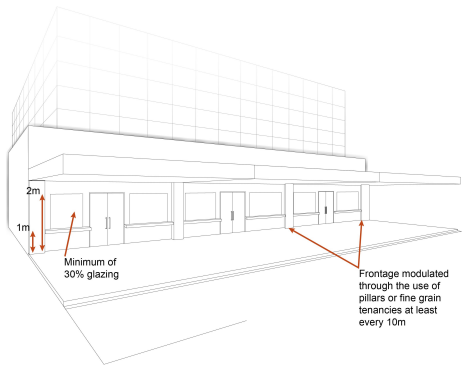
Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part D, Table 7.2.3.1.2.2, as well as the purpose statement and overall outcomes.

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

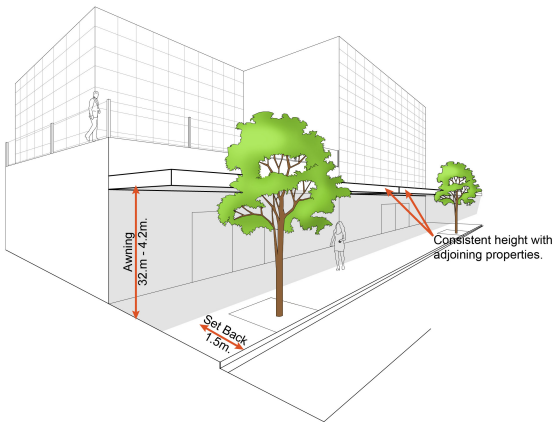
Table 7.2.3.1.2.2 Assessable development - Local centre sub-precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
General criteria	
Local centre locations	
PO1 The location of a local centre is: a. in accordance with an approved Neighbourhood development plan; b. on highly accessible sites along neighbourhood connecting streets; c. at the junction of through streets and public transport routes in accessible and visible locations; d. generally to the side of the intersection creating pedestrian focused main streets.	No example provided.
Centre network and function	
PO2 Development in the Local centre sub-precinct is of a size, scale, range of services and location commensurate with the role and function of this sub-precinct within the centres network. Note - Refer to Table 7.2.3.4 - Caboolture West centre network.	No example provided.
Active frontage	
PO3	**E3.1**

Development addresses and activates streets and public spaces by: a. establishing and maintaining interaction, pedestrian activity and casual surveillance through appropriate land uses and building design (e.g. the use of windows or glazing and avoiding blank walls with the use of sleeving); b. ensuring buildings and individual tenancies address street frontages and other areas of pedestrian movement; c. new buildings adjoin or are within 3m of a primary street frontage, civic space or public open space; d. locating car parking areas behind or under buildings to not dominate the street environment; e. providing visual interest to the façade (e.g. windows or glazing, variation in colours, materials, finishes, articulation, recesses or projections); f. establishing or maintaining human scale.	Development address the street frontage. **E3.2** New buildings and extensions are built to the street alignment. **E3.3** At-grade car parking: a. does not adjoin a main street or a corner; b. where at-grade car parking areas adjoins a street (other than a main street) or civic space does not take up more than 40% of the length of the street frontage. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples. **E3.4** Development on corner lots: a. addresses both street frontages; b. express strong visual elements, including feature building entries. **E3.5** Development incorporates active uses adjacent to a street frontage, civic spaces, public open space or pedestrian thoroughfare. **E3.6** The front facade of the building: a. is made up of a minimum of 50% windows or glazing between a height of 1m and 2m; b. the minimum area of window or glazing is to remain uncovered and free of signage. Note - This does not apply to Adult stores[(1)].

	Figure - Glazing 
	E3.7 Individual tenancies do not exceed a frontage length of 20m.
	E3.8 Large format retail uses (e.g. Showroom[(78)], supermarket or discount department store) are sleeved by smaller tenancies (e.g. retail and similar uses). Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.
Setbacks	
PO4 Side and rear setbacks are of a dimension to: a. cater for required openings, the location of loading docks and landscaped buffers etc.; b. protect the amenity of adjoining sensitive land uses.	No example provided.
Site area	
PO5 The development has sufficient area and dimensions to accommodate required buildings and structures, vehicular access, manoeuvring and parking and landscaping.	No example provided.
Building height	

PO6 The height of buildings reflect the intended low to medium character of the area.	**E6** Building heights do not exceed that mapped on Overlay map - Building heights.
Public realm	
PO7 Developments incorporating a gross leasable area greater than 3,000m^2 include a public plaza on-site that: a. is integrated with adjacent development, in relation to built form, streetscape, landscaping and the street and pedestrian network; b. is directly accessible from adjacent development or tenancies and is easily and conveniently accessible to the public; c. is of a sufficient size and dimensions to cater for passive recreation activities (e.g. alfresco dining and temporary activities etc); d. includes greening (e.g. landscaping, planter boxes, street trees etc) that contributes to the identity of the centre; e. is lit and has adequate signage for way finding, ensuring adjoining and near by residential uses are not impacted by 'overspill'; f. is designed to achieve CPTED principles e.g. visible at all times. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	No example provided.
Streetscape	
PO8 Development contributes to an attractive and walkable street environment through the provision of streetscape features (e.g. footpaths, lighting, bins, furniture, landscaping, pedestrian crossings etc), as outlined in Planning scheme policy - Integrated design. Editor's note - Additional approvals may be required where works are required within road reserves.	No example provided.
Built form	

PO9 Ground floor spaces are designed to enable the flexible re-use of floor area for commercial and retail activities.	**E9** The ground floor has a minimum ceiling height of 4.2m.
PO10 Awnings are provided at the ground floor fronting pedestrian footpaths. Awnings: a. provide adequate protection for pedestrians from solar exposure and inclement weather; b. are integrated with the design of the building and the form and function of the street; c. do not compromise the provision of street trees and signage; d. ensure the safety of pedestrians and vehicles (e.g. no support poles).	**E10** Buildings incorporate an awning that: a. is cantilevered b. extends from the face of the building; c. has a minimum height of 3.2m and a maximum height of 4.2m above pavement level; d. does not extend past a vertical plane of 1.5m inside the kerb line to allow for street trees and regulatory signage; e. aligns with adjoining buildings to provide continuous shelter where possible. **Figure - Awning requirements** 
PO11 All buildings exhibit a high standard of design and construction, which: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, cantilevered awning); b. enables differentiation between buildings; c. contributes to a safe environment; d. incorporates architectural features within the building facade at the street level to create human scale;	No example provided.

e. treat or break up blank walls that are visible from public areas; f. includes building entrances that are readily identifiable from the road frontage, located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites; g. facilitate casual surveillance of all public spaces.	
PO12 Building entrances: a. are readily identifiable from the road frontage; b. add visual interest to the streetscape; c. are designed to limit opportunities for concealment; d. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage; e. include footpaths that connect with adjoining sites; f. provide a dedicated, sealed pedestrian footpath between the street frontage and the building entrance. Note - The design provisions for footpaths outlined in Planning scheme policy - Integrated design may assist in demonstrating compliance with this Performance Outcome.	No example provided.
Car parking	
PO13 The number of car parking spaces is managed to: a. provide for the parking of visitors and employees that is appropriate to the use and the site's proximity to public and active transport options; b. not include an oversupply of car parking spaces. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E13** Car parking is provided in accordance with the table below.

Land use	Maximum number of Car Spaces to be Provided	Minimum Number of Car Spaces to be Provided
Non-residential	1 per 30m^2 of GFA	1 per 50m^2 of GFA
Residential - Permanent/Long term	N/A	1 per dwelling

<table>
<tr><td></td><td>
<table>
<tr><td>Residential - Services/short term</td><td>3 per 4 dwellings + staff spaces</td><td>1 per 5 dwellings + staff spaces</td></tr>
</table>
Note - Car parking rates are to be rounded up to the nearest whole number.
Note - Allocation of car parking spaces to dwellings is at the discretion of the developer.
Note - Residential - Permanent/long term includes: Multiple dwellingCould not findID-2693465-5213, Relocatable home park(62), Residential care facility(65), Retirement facility(67).
Note - Residential - Services/short term includes: Rooming accommodation(69) or Short-term accommodation(77).
Note - The above rates exclude car parking spaces for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards.
</td></tr>
<tr><td>PO14

Car parking is designed to avoid the visual impact of large areas of surface car parking on the streetscape.</td><td>E14

At-grade car parking:

a. does not adjoin a main street or a corner;
b. where at-grade car parking adjoins a street (other than a main street) or civic spaces it does not take up more then 40% of the length of the street frontage.</td></tr>
<tr><td>PO15

Car parking design includes innovative solutions, including on-street parking and shared parking areas.

Note - Refer to Planning scheme policy - Integrated design for details and examples of on-street parking.</td><td>No example provided.</td></tr>
<tr><td>PO16

The design of car parking areas:

a. does not impact on the safety of the external road network;

b. ensures the safe movement of vehicles within the site.</td><td>E16

All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1.</td></tr>
<tr><td>PO17</td><td>No example provided.</td></tr>
</table>

The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas through providing pedestrian paths in car parking areas that are: a. located along the most direct pedestrian routes between building entrances, car parks and adjoining uses; b. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc); c. of a width to allow safe and efficient access for prams and wheelchairs.	
Bicycle parking and end of trip facilities Note - Building work to which this code applies constitutes Major Development for purposes of development requirements for end of trip facilities prescribed in the Queensland Development Code MP 4.1.	
PO18 a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include: i. adequate bicycle parking and storage facilities; and ii. adequate provision for securing belongings; and iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors. b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to: i. the projected population growth and forward planning for road upgrading and development of cycle paths; or ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters.	**E18.1** Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number). **Use** / **Minimum Bicycle Parking** Residential uses comprised of dwellings / Minimum 1 space per dwelling All other residential uses / Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking Non-residential uses / Minimum 1 space per 200m2 of GFA Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council. **E18.2** Bicycle parking is: a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*; b. protected from the weather by its location or a dedicated roof structure;

Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc. Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.	c. located within the building or in a dedicated, secure structure for residents and staff; d. adjacent to building entrances or in public areas for customers and visitors. Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3. Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building. Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
	E18.3 For non-residential uses, storage lockers: a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number); b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth). Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities. Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
	E18.4 For non-residential uses, changing rooms: a. are provided at a rate of 1 per 10 bicycle parking spaces;

b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head.

Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1).

d. are provided with:

i. a mirror located above each wash basin;
ii. a hook and bench seating within each shower compartment;
iii. a socket-outlet located adjacent to each wash basin.

Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

Loading and servicing	
PO19 Loading and servicing areas: a. are not visible from any street frontage; b. are integrated into the design of the building; c. include screening and buffers to reduce negative impacts on adjoining sensitive land uses; d. are consolidated and shared with adjoining sites where possible. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design.	No example provided.
Waste	
PO20 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E20** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Landscaping and fencing	
PO21 On-site landscaping: a. is incorporated into the design of the development; b. reduces the dominance of car parking and servicing areas from the street frontage; c. incorporates shade trees in car parking areas; d. retains mature trees wherever possible; e. contributes to quality public spaces and the micro climate by providing shelter and shade; f. maintains the achievement of active frontages and sightlines for casual surveillance. Note - All landscaping is to accord with Planning scheme policy - Integrated design.	No example provided.
PO22	No example provided.

Surveillance and overlooking are maintained between the road frontage and the main building line.	
Lighting	
PO23 Lighting is designed to provide adequate levels of illumination to public and communal spaces to maximise safety while minimising adverse impacts on residential and other sensitive land uses.	No example provided.
Amenity	
PO24 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, noise, light, chemicals and other environmental nuisances.	No example provided.
Noise	
PO25 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO26 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact	**E26.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E26.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active

assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO27 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO28 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	No example provided.
PO29	No example provided.

Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	
PO30 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E30.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E30.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E30.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E30.4 The development layout allows forward vehicular access to and from the site.
PO31 Safe access facilities are provided for all vehicles required to access the site.	**E31.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking;

	ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E31.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E31.3 Access driveways, manoeuvring areas and loading facilities provide for service vehicles listed in Schedule 8 Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 Service vehicle requirements.
	E31.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO32 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E32** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.

PO33 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E33.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E33.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO34 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant).	No example provided.

Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO35 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: ● Development is near a transport sensitive location; ● Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; ● Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; ● Residential development greater than 50 lots or dwellings; ● Offices greater than 4,000m^2 Gross Floor Area (GFA); ● Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; ● Warehouses[88] greater than 6,000m^2 GFA; ● On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy.	**E35.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E35.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E35.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.

Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	
PO36 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E36** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres; d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads.

	Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.
PO37 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m. Note - Frontage roads include streets where no direct lot access is provided. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport. Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.	**E37** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following: **Situation** / **Minimum construction** Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard. Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads. Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads. Note - Construction includes all associated works (services, street lighting and linemarking).

	Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO38 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E38.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E38.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E38.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO39 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E39.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E39.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E39.3

	Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E39.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO40 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E40** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO41 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO42 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site.	No example provided.

<table>
<tr><td>Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.</td><td></td></tr>
<tr><td>PO43

Where development:

a. is for an urban purpose that involves a land area of 2500m^2 or greater; and

b. will result in:

i. 6 or more dwellings; or

ii. an impervious area greater than 25% of the net developable area,

stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td><td>No example provided.</td></tr>
<tr><td>PO44

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td><td>E44

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr><tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr></table></td></tr>
</table>

	<table><tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr></table> Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system. Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
PO45 Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.	No example provided.
PO46 Council is provided with accurate representations of the completed stormwater management works within residential developments.	**E46** "As Built" drawings and specifications of the stormwater management devices certified by an RPEQ is provided. Note - Documentation is to include: a. photographic evidence and inspection date of the installation of approved underdrainage; b. copy of the bioretention filter media delivery dockets/quality certificates confirming the materials comply with specifications in the approved Stormwater Management Plan; c. date of the final inspection.
Site works and construction management	
PO47 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO48 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light;	**E48.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme

b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E48.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E48.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E48.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO49	**E49**

Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO50 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	**E50.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe. **E50.2** All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads. **E50.3** Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E50.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E50.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works.

	Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads.
	E50.6 Access to the development site is obtained via an existing lawful access point.
PO51 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E51** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO52 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E52** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO53 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E53.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works.
	E53.2 Disposal of materials is managed in one or more of the following ways:

	a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO54 All development works are carried out at times which minimise noise impacts to residents.	**E54** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO55 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO56 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils;	**E56.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E56.2

<table>
<tr><td rowspan="5">f. existing fills and soil contamination that may exist on-site;
g. the stability and maintenance of steep slopes and batters;
h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)</td><td>Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.</td></tr>
<tr><td>E56.3

All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.</td></tr>
<tr><td>E56.4

All filling or excavation is contained within the site and is free draining.</td></tr>
<tr><td>E56.5

All fill placed on-site is:

a. limited to that area necessary for the approved use;

b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).</td></tr>
<tr><td>E56.6

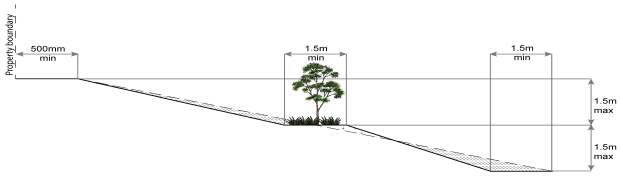
The site is prepared and the fill placed on-site in accordance with AS3798.

Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td></tr>
<tr><td>E56.7

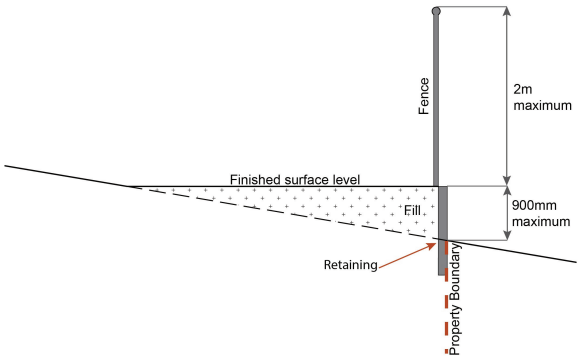
Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.</td></tr>
<tr><td>PO57

Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.</td><td>E57

Any embankments more than 1.5 metres in height are stepped, terraced and landscaped.</td></tr>
</table>

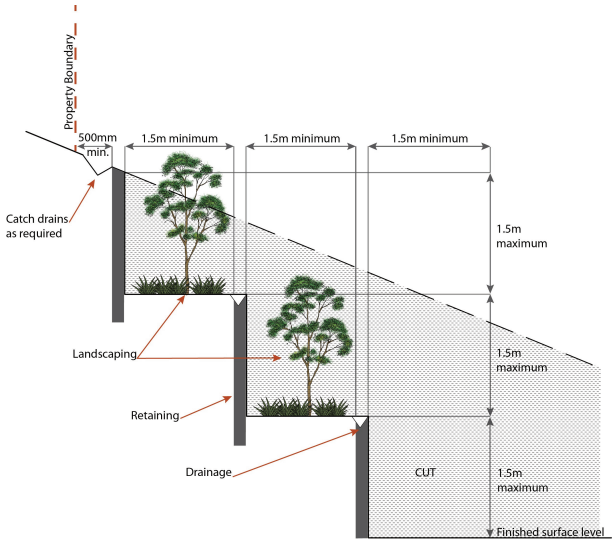
	Figure - Embankment 
PO58 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	**E58.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act. **E58.2** Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO59 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO60	No example provided.

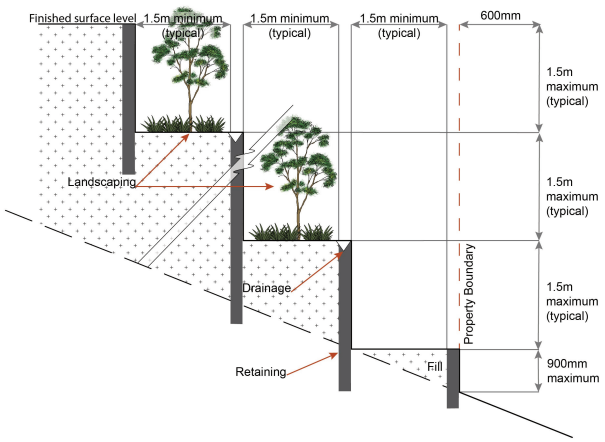
Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	
PO61 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E61** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO62 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E62** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;



c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary;

d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO63 Development incorporates a fire fighting system that: a. satisfies the reasonable needs of the fire fighting entity for the area; b. is appropriate for the size, shape and topography of the development and its surrounds;	**E63.1** External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

c. is compatible with the operational equipment available to the fire fighting entity for the area; d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another; e. considers the fire hazard inherent in the surrounds to the development site; f. is maintained in effective operating order. Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.	a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities; d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.
	E63.2 A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m; c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E63.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO64 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E64** For development that contains on-site fire hydrants external to buildings:

	a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
PO65 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E65** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	

Home based business[35]	
PO66 The scale and intensity of the Home based business[35]: a. is compatible with the physical characteristics of the site and the character of the local area; b. is able to accommodate anticipated car parking demand without negatively impacting the streetscape or road safety; c. does not adversely impact on the amenity of the adjoining and nearby premises; d. remains ancillary to the residential use of the Dwelling houseCould not findID-2693465-5150; e. does not create conditions which cause hazards or nuisances to neighbours or other persons not associated with the activity; f. ensures employees and visitors to the site do not negatively impact the expected amenity of adjoining properties.	**E66.1** A maximum of 1 employee (not a resident) OR 2 customers OR customers from within 1 Small rigid vehicle (SRV) or smaller are permitted on the site at any one time. **E66.2** The Home based business[35] occupies an area of the existing dwelling or on-site structure not greater than 40m^2 gross floor area.
Major electricity infrastructure[43], Substation[80] and Utility installation[86]	
PO67 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E67.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E67.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO68 Infrastructure does not have an impact on pedestrian health and safety.	**E68** Access control arrangements:

<table>
<tr><td></td><td>a. do not create dead-ends or dark alleyways adjacent to the infrastructure;
b. minimise the number and width of crossovers and entry points;
c. provide safe vehicular access to the site;
d. do not utilise barbed wire or razor wire.</td></tr>
<tr><td>PO69

All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility:

a. generates no audible sound at the site boundaries where in a residential setting; or
b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.</td><td>E69

All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.</td></tr>
<tr><td colspan="2">Residential uses</td></tr>
<tr><td>PO70

Caretaker's accommodation(10) and Dwelling units(23) are provided with adequate functional and attractive private open space that is:

a. directly accessible from the dwelling and is located so that residents and neighbouring uses experience a suitable level of amenity;

b. designed and constructed to achieve adequate privacy for occupants from other Dwelling units(23) and centre uses;

c. accessible and readily identifiable for residents, visitors and emergency services;

d. located to not compromise active frontages.</td><td>E70

A dwelling has a clearly defined, private outdoor living space that is:

a. as per the table below;

<table><tr><th>Use</th><th>Minimum Area</th><th>Minimum Dimension in all directions</th></tr><tr><td colspan="3">Ground floor dwellings</td></tr><tr><td>All dwelling types</td><td>16m^2</td><td>4m</td></tr><tr><td colspan="3">Above ground floor dwellings</td></tr><tr><td>1 bedroom or studio</td><td>8m²</td><td>2.5m</td></tr><tr><td>2 or more bedrooms</td><td>12m²</td><td>3.0m</td></tr></table>
b. accessed from a living area;

c. sufficiently screened or elevated for privacy;

d. ground floor open space is located behind the main building line and not within the primary or secondary frontage setbacks;

e. balconies orientate to the street;

f. clear of any non-recreational structure (including but not limited to air-conditioning units, water tanks, clothes drying facilities, storage structures, retaining structures and refuse storage areas).</td></tr>
</table>

	Note - Areas for clothes drying are not visible from street frontages or public areas (e.g. separate clothes drying areas are provided that are oriented to the side or rear of the site or screening is provided). External fixed or moveable screening, opaque glass and window tinting are considered acceptable forms of screening.
PO71 Caretaker's accommodation(10) and Dwelling units(23) are provided with a reasonable level of access, identification and privacy from adjoining residential and non-residential uses. Note - Refer to State Government standards for CPTED. Note - Refer to Planning scheme policy - Residential design for details and examples.	**E71** The dwelling: a. includes screening to a maximum external transparency of 50% for all habitable room windows that are visible from other dwellings and non-residential uses; b. clearly displays the street number at the entrance to the dwelling and at the front of the site to enable identification by emergency services; c. is provided with a separate entrance to that of any non-residential use on the site; d. where located on a site with a non-residential use the dwelling is located behind or above the non-residential use. Note - External fixed or movable screening, opaque glass and window tinting are considered acceptable forms of screening.
Service station Note - Where the use specific outcomes relating to Service stations are inconsistent with other Performance outcomes or examples that achieve aspects of the Performance Outcome in this Code, the use specific outcomes below prevail.	
PO72 Service stations are located, designed and oriented to: a. establish on heavily trafficked roads where the amenity of surrounding residential uses is already subject to impacts by road vehicle noise; b. not negatively impact active streets, public spaces or hubs of activity where the pedestrian safety and comfort is of high importance; c. not result in the fragmentation of active streets (e.g. site where active uses are located on adjoining lots); d. ensure the amenity of adjoining properties is protected;	**E72.1** Service stations are located: a. on the periphery of the Local centre sub-precinct or within 100m of land in other than the Local centre sub-precinct; b. on the corner lot of an arterial or sub-arterial road. **E72.2** Service stations are designed and oriented on site to: a. include a landscaping strip having a minimum depth of 1m adjoining all road frontages; b. buildings and structures (including fuel pump canopies) are setback a minimum of 3m from

e. reduce the visual impact of the Service station from the streetscape while maintaining surveillance from the site to the street; f. minimise impacts on adjoining residential uses, to a level suitable relative to expected residential amenity of the area. (e.g. high order road in urban or next generation neighbourhood, likely to be noisy and not like suburban); g. provide ancillary uses that meet the convenience needs of users.	the primary and secondary frontage and a minimum of 5m from side and rear boundaries; c. include a screen fence, of a height and standard in accordance with a noise impact assessment (Note - Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise), on side and rear boundaries where adjoining land is able to contain a residential use; d. not include more than 2 driveway crossovers.
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO73 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E73.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E73.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO74 A new Telecommunications facility(81) is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E74** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO75 Telecommunications facilities(81) do not conflict with lawful existing land uses both on and adjoining the site.	**E75** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO76 The Telecommunications facility(81) does not have an adverse impact on the visual amenity of a locality and is:	**E76.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.

a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E76.2** In all other areas towers do not exceed 35m in height.
	E76.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E76.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E76.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E76.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO77 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E77** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO78	**E78** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building

All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.

Values and constraints criteria

Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan or conditions of approval) the identified value or constraint under this planning scheme.

Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following assessment criteria apply)

Note - To demonstrate achievement of the performance outcome, an Acid sulfate soils (ASS) investigation report and soil management plan is prepared by a qualified engineer. Guidance for the preparation an ASS investigation report and soil management plan is provided in Planning scheme policy - Acid sulfate soils.

PO79 Development avoids disturbing acid sulfate soils. Where development disturbs acid sulfate soils, development: a. is managed to avoid or minimise the release of surface or groundwater flows containing acid and metal contaminants into the environment; b. protects the environmental and ecological values and health of receiving waters; c. protects buildings and infrastructure from the effects of acid sulfate soils.	**E79** Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below than 5m Australian Height datum AHD; or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m Australian Height datum AHD.

Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply)

Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter.

Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites.

Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.

PO80 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and	**E80** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value.

associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO81 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO82 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Infrastructure buffers (refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply)	
PO83 Development within a Bulk water supply infrastructure buffer is located, designed and constructed to: a. protect the integrity of the water supply pipeline; b. maintain adequate access for any required maintenance or upgrading work to the water supply pipeline;	**E83** Development: a. does not involve the construction of any buildings or structures within a Bulk water supply infrastructure buffer; b. involving a major hazard facility or environmentally relevant activity (ERA) is

	setback 30m from a Bulk water supply infrastructure buffer.
PO84 Development is located and designed to maintain required access to Bulk water supply infrastructure.	**E84** Development does not restrict access to Bulk water supply infrastructure of any type or size, having regard to (among other things): a. buildings or structures; b. gates and fences; c. storage of equipment or materials; d. landscaping or earthworks or stormwater or other infrastructure.
PO85 Development within a High voltage electricity line buffer provides adequate buffers to high voltage electricity lines to protect amenity and health by ensuring development: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields in accordance with the principle of prudent avoidance; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and design so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E85** Development does not involve the construction of any buildings or structures within a High voltage electricity line buffer.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO86 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO87 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises	No example provided.

for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	
PO88 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO89 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E89** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO90 Development ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E90** Development ensures that overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO91	**E91.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM:

Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E91.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO92 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO93 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E93** 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.

7.2.3.1.3 Light industry sub-precinct

7.2.3.1.3.1 Purpose - Light industry sub-precinct

Editor's note - Two small scale light industry areas (containing low impact[42] and service industry[73] activities) are located close to surrounding residential areas for convenience, but are designed to minimise amenity effects to nearby residents. The use of this land must be low impact and serving a local customer base. These areas include:

1. A location in the west of the Local Plan area that utilises an existing quarry and hardstand property, which is intended to be converted to local light industry over time.

2. A location in the southern part of the Local Plan area that utilises land adjoining Caboolture River Road and is located on the edge of the residential neighbourhoods, which is intended to serve the southern portion of the local plan area.

Figure 7.2.3.1 - Caboolture West structure plan, conceptually shows the locations of the two light industry areas, however a Neighbourhood development plan will explore development opportunities and constraints in greater detail and further allocate Light industry sub-precinct boundaries.

1. The purpose of the Light industry sub-precinct will be achieved through the following overall outcomes:

   a. Low impact[42] and service industry[73] activities are located on lots identified for Light industry purposes on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan.

   b. Development for a use that is ancillary to a low impact industry[42] activity on the same site which directly supports industry and workers may be accommodated.

   c. The operation and viability of industry activities is protected from the intrusion of incompatible uses.

   d. Medium impact industry[47] purposes and Specialised centre uses are not established in the Light industry sub-precinct.

   e. Development provides a range of lot sizes to cater for industrial and employment needs and user requirements as indicated on a neighbourhood development plan.

   f. Activities within the Light industry sub-precinct are located, design and managed to:

      i. maintain the health and safety of people;

      ii. avoid significant adverse effects on the natural environment;

      iii. minimise the possibility of adverse impacts on surrounding non-industrial uses.

   g. Development incorporates a range of building materials, vertically and horizontally articulated facades, landscaping, promotion of customer entry points, and safe and legible pedestrian access.

   h. Development encourages public transport patronage and active transport choices through the increased provision of appropriate end of trip facilities.

   i. Low impact[42] and service industry[73] activities which involve a high level of contact with the general public are located along a main street and provide a high quality built form and landscaped environment to the street.

   j. Development protects and preserves the cultural heritage significance of the Upper Caboolture Uniting Church and adjacent cemetery[12].

k. General works associated with the development achieves the following:

   i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);
   ii. the development manages stormwater to:

      A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
      B. prevent stormwater contamination and the release of pollutants;
      C. maintain or improve the structure and condition of drainage lines and riparian areas;
      D. avoid off-site adverse impacts from stormwater.

   iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

l. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

m. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

n. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

o. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

p. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

q. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

r. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

s. Development constraints:

   i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

      A. adopting a ‘least risk, least impact’ approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
      B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
      C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
      D. ensuring effective and efficient disaster management response and recovery capabilities;
      E. for overland flow path;

         I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;

II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

t. Development in the Light industry sub-precinct is for one or more of the uses identified below:

• Bulk landscape supplies[9] • Caretaker's accommodation[10] • Child care centre[13] • Emergency services[25] • Food and drink outlet[28](where not exceeding 100m^2 GFA)	• Indoor sport and recreation[38] • Low impact industry[42] • Research and technology industry[64] • Service industry[73] • Service station[74] • Substation[80]	• Telecommunication facility[81] • Transport depot[85] • Utility installation[86] • Warehouse[88]

u. Development in the Light industry sub-precinct does not include one or more of the following uses:

• Adult store[1] • Agricultural supplies store[2] • Air services[3] • Animal husbandry[4] • Animal keeping[5] • Aquaculture[6] • Bar[7] • Brothel[8] • Cemetery[12] • Club[14] • Community care centre[15]	• Garden centre[31] • Hardware and trade supplies[32] • Health care services[33] • High impact industry[34] • Home based business[35] • Hospital[36] • Hotel[37] • Intensive animal industry[39] • Intensive horticulture[40] • Landing[41]	• Permanent plantation[59] • Port services[61] • Relocatable home park[62] • Renewable energy facility[63] • Residential care facility[65] • Resort complex[66] • Retirement facility[67] • Roadside stall[68] • Rural industry[70]

• Community residence[16] • Community use[17] • Crematorium[18] • Cropping[19] • Detention facility[20] • Dual occupancyCould not findID-2693465-5148 • Dwelling houseCould not findID-2693465-5150 • Dwelling unit[23] • Educational establishment[24] • Environment facility[26] • Extractive industry[27] • Food and drink outlet[28] (where exceeding 100m^2 GFA) • Function facility[29] • Funeral parlour[30]	• Major sport, recreation and entertainment facility[44] • Marine industry[45] • Market[46] • Medium impact industry[47] • Multiple dwellingCould not findID-2693465-5213 • Nature-based tourism[50] • Nightclub entertainment facility[51] • Non-resident workforce accommodation[52] • Outdoor sales[54] • Outdoor sport and recreation[55] • Parking station[58]	• Rural workers' accommodation[71] • Sales office[72] • Shop[75] • Shopping centre[76] • Short-term accommodation[77] • Special industry[79] • Theatre[82] • Tourist park[84] • Veterinary services[87] • Wholesale nursery[89] • Winery[90]

v. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the zone.

7.2.3.1.3.2 Requirements for assessment

Part C - Criteria for assessable development - Light industry sub-precinct

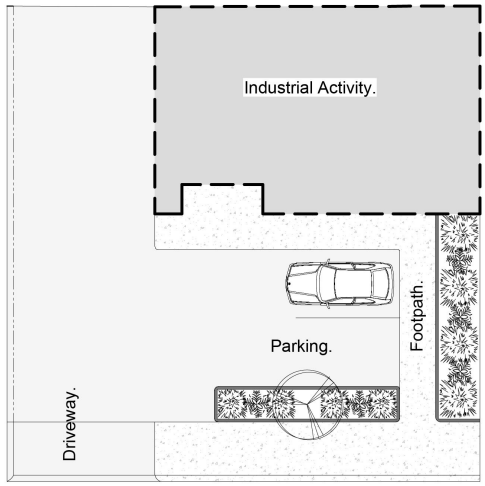
Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part C, Table 7.2.3.1.3.1, as well as the purpose statement and overall outcomes.

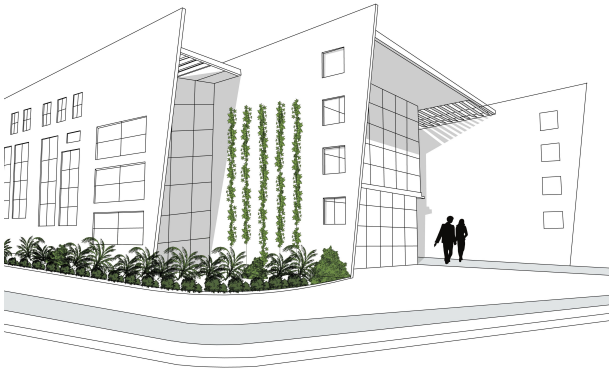
Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.1.3.1 Assessable development - Light industry sub-precinct

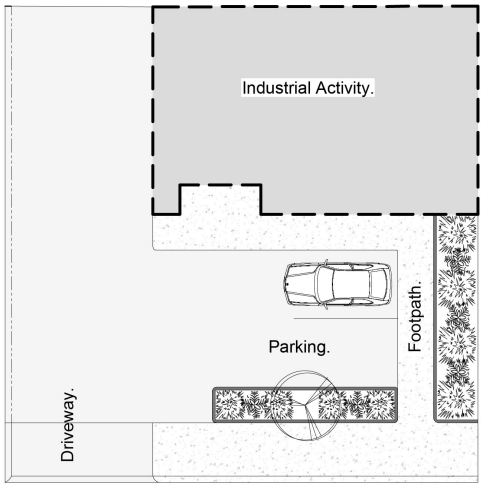
Performance outcome	Examples that achieve aspects of the Performance Outcome

General criteria	
Light industry location	
PO1 The Light industry sub-precinct is located in accordance with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan.	No example provided.
Site cover	
PO2 Building site cover allows for adequate on-site provision of: a. car parking; b. vehicle access and manoeuvring; c. setbacks to boundaries; d. landscaped areas.	No example provided.
Building height	
PO3 The height of buildings reflect the individual character of the sub-precinct.	**E3** Building height do not to exceed that mapped on Neighbourhood development plan.
Setbacks	
PO4 Street boundary setbacks: a. minimise building bulk and visual dominance from the street; b. provide areas for landscaping at the front of the site; c. allow for customer parking to be located at the front of the building. Note - The following diagram illustrates an acceptable design response to this outcome.	**E4** Buildings maintain a minimum setback of : a. 6m to the street frontage; b. 3m to the secondary street frontage; c. 5m to land not included Light industry precinct.

	
PO5 Side and rear boundary setbacks maintain views, privacy, access to natural light and the visual amenity of adjoining sensitive land uses.	**E5** Where a development adjoins the Urban living precinct, the building is setback a minimum of 3m from the property boundary and includes landscaping along the boundary appropriate for screening with a mature height of at least 3m. Note - Refer to Planning scheme policy - Integrated design for determining acceptable levels of landscaping for screening purposes.
Building appearance and design	
PO6 Building on highly visible sites incorporate a high standard of industrial design and construction, which adds visual interest to the streetscape and reduces the perceived bulk of the building from the street. Note - The following example illustrates an acceptable design response to this outcome.	**E6** Where fronting a main street, or visible from a Park[(57)] or Neighbourhood hub lot, buildings provide a high level of architectural design, by incorporating: a. a range of building materials, colours and features; b. facade articulation along street frontages;

	c. design features to promote customer entry points; d. materials that are not highly reflective.
PO7 Buildings on highly visible corner allotments: a. address both street frontages; b. contain building openings facing both street frontages; c. do not present blank unarticulated walls to either frontage. Note - The following example illustrates an acceptable design response to this outcome. 	No example provided.
Staff recreation area	

PO8 Development provides an on-site recreation area for staff that: a. includes seating, tables and rubbish bins; b. is adequately protected from the weather; c. is safely accessible to all staff; d. is separate and private from public areas; e. is located away from a noisy or odorous activity.	No example provided.
Landscaping	
PO9 Landscaping is provided on the site to: a. visually soften the built form, areas of hardstand, storage areas and mechanical plant associated with the on-site activities; b. complement the existing or desired streetscape; c. minimise the impact of industrial development on adjoining lots not zoned for industrial purposes.	**E9** Landscaping is provided and maintained in accordance with Planning scheme policy - Integrated design.
Fencing	
PO10 The provision of fencing on street frontages does not dominate the streetscape or create safety issues. Note - The following example illustrates an acceptable design response to this outcome. 	**E10** Where fencing is provided on the street frontage, it has a minimum transparency of 70%.

Public access	
PO11 The use has a safe, clearly identifiable public access separated from service and parking areas. Note - The following diagram illustrates an acceptable design response to this outcome.  	**E11.1** Pedestrian linkages are provided from the street and customer car parking areas directly to the main entrance of the building. **E11.2** The public access is separated from industrial service areas.
Car parking	
PO12 Car parking is provided on-site to meet the anticipated demand of employees and visitors and avoid adverse impacts on the external road network. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E12** Car parking is provided in accordance with the table below: **Location** / **Maximum number of car spaces to be provided** / **Minimum number of car spaces to be provided** Where within 400m of a Local centre sub-precinct or Neighbourhood hub — 1 per 30m^2 of GFA — 1 per 50m^2 of GFA All other areas — Refer to Schedule 7 - Car parking.
PO13 The design of car parking areas: a. does not impact on the safety of the external road network;	**E13** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.

b. ensures the safety of pedestrians at all times; c. ensures the safe movement of vehicles within the site.	
Bicycle parking and end of trip facilities Note - Building work to which this code applies constitutes Major Development for purposes of development requirements for end of trip facilities prescribed in the Queensland Development Code MP 4.1.	
PO14 a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include: i. adequate bicycle parking and storage facilities; and ii. adequate provision for securing belongings; and iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors. b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to: i. the projected population growth and forward planning for road upgrading and development of cycle paths; or ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters. Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc. Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development	**E14.1** Minimum bicycle parking facilities are provided at a rate of 1 bicycle parking space for every 3 vehicles parking spaces required by Schedule 7 – Car parking. Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council. **E14.2** Bicycle parking is: a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*; b. protected from the weather by its location or a dedicated roof structure; c. located within the building or in a dedicated, secure structure for residents and staff; d. adjacent to building entrances or in public areas for customers and visitors. Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3. Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building. Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This examples is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.

E14.3

For non-residential uses, storage lockers:

a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number);

b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E14.4

For non-residential uses, changing rooms:

a. are provided at a rate of 1 per 10 bicycle parking spaces;
b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

	Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head. Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1). d. are provided with: i. a mirror located above each wash basin; ii. a hook and bench seating within each shower compartment; iii. a socket-outlet located adjacent to each wash basin. Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
Loading and servicing	
PO15 Service areas including loading/unloading facilities, plant areas and outdoor storage areas are screened from the direct view from public areas and non-Light industry sub-precinct land. Note - If landscaping is proposed for screening purposes, refer to Planning scheme policy - Integrated design for determining acceptable levels.	No example provided.
Waste	
PO16 Bins and bins storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E16** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Environmental impacts	
PO17	**E17**

Where a use is not an environmentally relevant activity under the Environmental Protection Act, the release of any containment that may cause environmental harm is mitigated to an acceptable level.	Development achieves the standard listed in Schedule 1 Air Quality Objectives, Environmental Protection (Air) Policy 2008.
Lighting	
PO18 Lighting is directed and shielded to not cause unreasonable disturbance to any person on adjoining land.	**E18** Artificial lighting on-site is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - 'Curfewed hours' are taken to be those hours between 10pm and 7am on the following day.
Hazardous Chemicals Note - To assist in demonstrating compliance with the following performance outcomes, a Hazard Assessment Report may be required to be prepared and submitted by a suitably qualified person in accordance with '*State Planning Policy Guideline - Guidance on development involving hazardous chemicals*'. Terms used in this section are defined in '*State Planning Policy Guideline - Guidance on development involving hazardous chemicals*'.	
PO19 Off sites risks from foreseeable hazard scenarios involving hazardous chemicals are commensurate with the sensitivity of the surrounding land use zones.	**E19.1** Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of land zoned for vulnerable or sensitive land uses as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 7kPa overpressure; ii. 4.7kW/m2 heat radiation.

	If criteria E19.1 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 0.5 x 10-6/year.
	E19.2 Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of a commercial or community activity land use zone as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 7kPa overpressure; ii. 4.7kW/m2 heat radiation. If criteria E19.2 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 5 x 10-6/year.
	E19.3 Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of an industrial land use zone as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours:

	i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 14kPa overpressure; ii. 12.6kW/m2 heat radiation. If criteria E19.3 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 50 x 10-6/year.
PO20 Buildings and package stores containing fire-risk hazardous chemicals are designed to detect the early stages of a fire situation and notify a designated person.	**E20** Buildings and package stores containing fire-risk hazardous chemicals are provided with 24 hour monitored fire detection system for early detection of a fire event.
PO21 Common storage areas containing packages of flammable and toxic hazardous chemicals are designed with spill containment system(s) that are adequate to contain releases, including fire fighting media.	**E21** Storage areas containing packages of flammable and toxic hazardous chemicals are designed with spill containment system(s) capable of containing a minimum of the total aggregate capacity of all packages plus the maximum operating capacity of any fire protection system for the storage area(s) over a minimum of 60 minutes.
PO22 Storage and handling areas, including manufacturing areas, containing hazardous chemicals in quantities greater than 2,500L or kg within a Local Government "flood hazard area" are located and designed in a manner to minimise the likelihood of inundation of flood waters from creeks, rivers, lakes or estuaries.	**E22.1** The base of any tank with a WC >2,500L or kg is higher than any relevant flood height level identified in an area's flood hazard area. Alternatively: a. bulk tanks are anchored so they cannot float if submerged or inundated by water; and b. tank openings not provided with a liquid tight seal, i.e. an atmospheric vent, are extended above the relevant flood height level.
	E22.2

	The lowest point of any storage area for packages >2,500L or kg is higher than any relevant flood height level identified in an area's flood hazard area. Alternatively, package stores are provided with impervious bund walls or racking systems higher than the relevant flood height level.
Noise	
PO23 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO24 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E24.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E24.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures.

	Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO25 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO26 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	No example provided.
PO27 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO28 The layout of the development does not compromise: a. the development of the road network in the area;	**E28.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway.

b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E28.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E28.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E28.4 The development layout allows forward vehicular access to and from the site.
PO29 Safe access facilities are provided for all vehicles required to access the site.	**E29.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.

	E29.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E29.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E29.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO30 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E30** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO31 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E31.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.

	E31.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO32 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	No example provided.
PO33	**E33.1**

The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	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. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable.
	E33.2 Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable.
	E33.3 The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO34 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users.	**E34** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function:

Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres; d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.
PO35	**E35**

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

Situation	Minimum construction
Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard.	Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.

Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).

Note - Alignment within road reserves is to be agreed with Council.

Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

Stormwater

PO36 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E36.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E36.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E36.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO37 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E37.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E37.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E37.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E37.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO38	**E38** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.

Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	
PO39 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO40 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO41 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in:	No example provided.

<table>
<tr>
<td>i. 6 or more dwellings; or

ii. an impervious area greater than 25% of the net developable area,

stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td>
<td></td>
</tr>
<tr>
<td>PO42

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td>
<td>E42

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr>
</table>

Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td>
</tr>
<tr>
<td>PO43</td>
<td>No example provided.</td>
</tr>
</table>

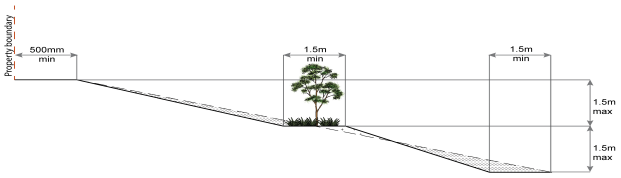
Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.	
PO44 Council is provided with accurate representations of the completed stormwater management works within residential developments.	**E44** "As Built" drawings and specifications of the stormwater management devices certified by an RPEQ is provided. Note - Documentation is to include: a. photographic evidence and inspection date of the installation of approved underdrainage; b. copy of the bioretention filter media delivery dockets/quality certificates confirming the materials comply with specifications in the approved Stormwater Management Plan; c. date of the final inspection.
Site works and construction management	
PO45 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO46 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E46.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions;

	d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E46.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E46.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E46.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO47 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E47** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO48 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape.	**E48.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.

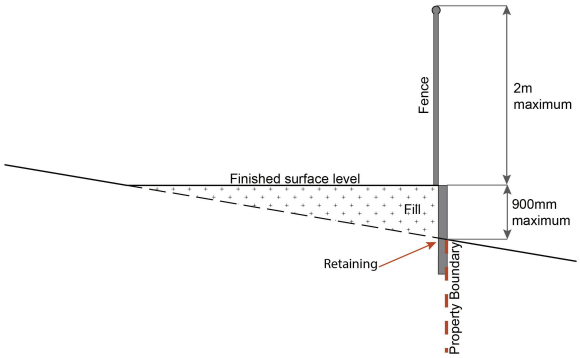
Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	**E48.2** All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads. **E48.3** Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E48.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E48.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads. **E48.6** Access to the development site is obtained via an existing lawful access point.
PO49	**E49** At completion of construction all disturbed areas of the site are to be:

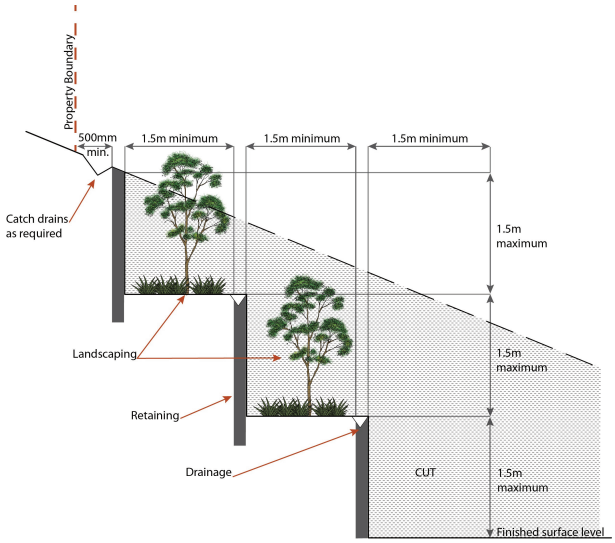
All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO50 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E50** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO51 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E51.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E51.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO52 All development works are carried out at times which minimise noise impacts to residents.	**E52** All development works are carried out within the following times:

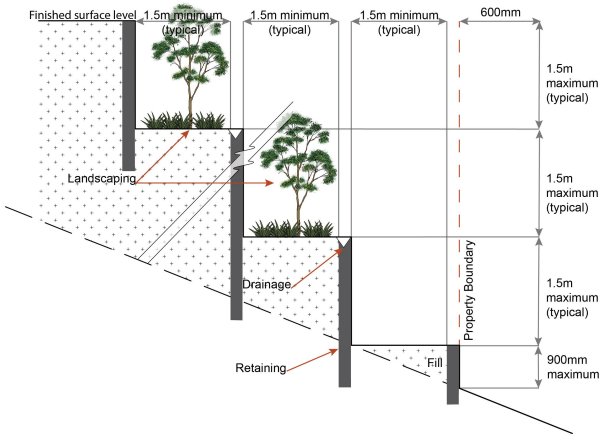
	a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO53 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO54 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E54.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E54.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E54.3 All filling or excavation is contained within the site and is free draining.
	E54.4 All fill placed on-site is:

	a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E54.5 The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E54.6 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO55 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E55** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO56 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes.	**E56.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
	E56.2 Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm;

Note - Public sector entity is defined in Schedule 2 of the Act.	b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO57 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO58 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO59 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E59** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or

	b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO60 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E60** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO61

Development incorporates a fire fighting system that:

a. satisfies the reasonable needs of the fire fighting entity for the area;
b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.

E61.1

External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:
    i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
    ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
    iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities;
d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.

E61.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E61.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO62 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E62** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.

PO63 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E63** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Industrial land uses	
PO64 Ancillary Office(53), administration functions, retail sales and customer service components do not compromise the primary use of the site for industrial purposes or compromise the viability, role or function of the Caboolture West's centres network.	**E64** The combined area of ancillary non-industrial activities, including but not limited to Offices(53), administration functions, display and retail sale of commodities, articles or goods resulting from the industrial processes on-site, does not exceed 30% of the GFA or 500m^2, whichever is the lesser.
PO65 Buildings directly adjoining non-Light industry sub-precinct land: a. are compatible with the character of the adjoining area; b. minimise overlooking and overshadowing; c. maintain privacy; d. do not cause significant loss of amenity to neighbouring residents by way of noise, vibration, odour, lighting, traffic generation and hours of operation.	No example provided.
PO66 Non-industrial components of buildings (including Offices(53) and retail areas) are designed as high quality architectural features and incorporate entry area elements such as forecourts, awnings and the architectural treatment of roof lines and fascias.	No example provided.
Non-industrial land uses	

PO67 With the exception of Caretaker's accommodation[(10)], residential and other sensitive land uses do not establish within the sub-precinct.	No example provided.
PO68 Non-industrial uses: a. are consolidated with existing non-industrial uses in the sub-precinct; b. do not compromise the viability, role or function of Caboolture West's centres network; c. are not subject to adverse amenity impacts or risk to health from industrial activities; d. do not constrain the function or viability of future industrial activities in Light industry sub-precinct. Note - The submission of a Economic Impact Report or Hazard and Nuisance Mitigation Plan may be required to justify compliance with this outcome.	No example provided.
PO69 Traffic generated by non-industrial uses does not detrimentally impact the operation and functionality of the external road network.	No example provided.
PO70 Where located on a local street, non-industrial uses provide only direct convenience retail or services to the industrial workforce.	No example provided.
PO71 The design of non-industrial buildings in the sub-precinct: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, a consistent building line, blank walls that are visible from public places are treated to not negatively impact the surrounding amenity);	No example provided.

b. contributes to a safe environment (e.g. through the use of lighting and not resulting in concealed recesses or potential entrapment areas); c. incorporates architectural features within the building facade at the street level to create human scale (e.g. awnings).	
PO72 Building entrances: a. are readily identifiable from the road frontage; b. add visual interest to the streetscape; c. are designed to limit opportunities for concealment; d. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites. Note - The design provisions for footpaths outlined in Planning scheme policy - Integrated design may assist in demonstrating compliance with this outcome.	**E72.1** The main entrance to the building is clearly visible from and addresses the primary street frontage. **E72.2** Where the building does not adjoin the street frontage, a dedicated and sealed pedestrian footpath is provided between the street frontage and the building entrance.
PO73 Development of Caretaker's accommodation(10): a. does not compromise the productivity of the use occurring on-site and in the surrounding area; b. is domestic in scale; c. provides adequate car parking provisions exclusive on the primary use of the site; d. is safe for the residents; e. has regard to the open space and recreation needs of the residents.	**E73** Caretaker's accommodation(10): a. has a maximum GFA is 80m^2; b. does not gain access from a separate driveway to that of the industrial use; c. provides a minimum 16m^2 of private open space directly accessible from a habitable room; d. provides car parking in accordance with the car parking rates table.
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO74 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area;	**E74.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures;

c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E74.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO75 Infrastructure does not have an impact on pedestrian health and safety.	**E75** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO76 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E76** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO77 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E77.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures. **E77.2** If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.

PO78 A new Telecommunications facility[(81)] is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E78** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO79 Telecommunications facilities[(81)] do not conflict with lawful existing land uses both on and adjoining the site.	**E79** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO80 The Telecommunications facility[(81)] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E80.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E80.2 In all other areas towers do not exceed 35m in height.
	E80.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E80.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E80.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E80.6

	A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO81 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E81** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO82 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E82** All equipment comprising the Telecommunications facility(81) which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	
Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following assessment criteria apply) Note - To demonstrate achievement of the performance outcome, an Acid sulfate soils (ASS) investigation report and soil management plan is prepared by a qualified engineer. Guidance for the preparation an ASS investigation report and soil management plan is provided in Planning scheme policy - Acid sulfate soils.	
PO83 Development avoids disturbing acid sulfate soils. Where development disturbs acid sulfate soils, development: a. is managed to avoid or minimise the release of surface or groundwater flows containing acid and metal contaminants into the environment;	**E83** Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below than 5m Australian Height datum AHD; or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m Australian Height datum AHD.

b. protects the environmental and ecological values and health of receiving waters; c. protects buildings and infrastructure from the effects of acid sulfate soils.	
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO84 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E84** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO85 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or	No example provided.

c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	
PO86 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO87 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E87** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.
PO88 Development within a bulk water supply infrastructure buffer is located, designed and constructed to: a. protect the integrity of the bulk water supply infrastructure; b. Maintains adequate access for any required maintenance or upgrading work to the bulk water supply infrastructure.	**E88** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a bulk water supply infrastructure buffer.
PO89 Development is located and designed to maintain required access to Bulk water supply infrastructure.	**E89** Development does not restrict access to Bulk water supply infrastructure of any type or size, having regard to (among other things): a. buildings or structures; b. gates and fences; c. storage of equipment or materials; d. landscaping or earthworks or stormwater or other infrastructure.

Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO90 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO91 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	**E91** No example provided.
PO92 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO93	**E93**

Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO94 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E94** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO95 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E95.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E95.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO96 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.

Additional criteria for development for a Park[57]	
PO97 Development for a Park[57] ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E97** 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.

7.2.3.2 Town centre precinct

7.2.3.2.1 Purpose - Town centre precinct

1. The Town centre precinct is centrally located within the Caboolture West local plan area.

2. The purpose of this precinct is to concentrate the highest order and greatest mix of specialised retail, commercial, civic and cultural activities, education, health and other community uses(17), and the highest residential densities in a compact, highly accessible location with a high quality pedestrian oriented public realm.

3. The precinct is located on a grid of main streets and major streets with the two highest order parallel main streets on ridgelines; being a western main street (which directly connects the retail core to a high density residential area through the civic centre) and an eastern main street (which provides a direct link between a bulky goods retail area, a mixed use area and a service industry(73) area) and two significant transit stops forming part of the public transport system. The highest order main streets, the two transit stops and the secondary major streets running perpendicular to the highest order main streets tie the precinct together and are key structural elements of the Town centre. The two transit stops, one central to the southern part of the precinct and one central to the northern part, provide two focal-points one business and one residential along a central public transport spine providing two-way public transport access into and out of the centre.

4. The precinct is bordered by multi functional green space, consisting of linear parks, open space and the Green network precinct. This green space forms an edge to the precinct that differentiates the town centre from adjoining precincts and acts as a buffer to different land uses.

5. Development within the Town centre precinct has multiple clusters of compatible land uses arranged to form sub-precincts which perform complementary roles within the centre. They are designed to work as an integrated whole offering in one place, a diverse range of facilities and services required by the residential and business communities of the local plan area.

6. The Town centre precinct comprises the following sub-precincts as identified on the Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.2.1 - Urban design framework. Each sub-precinct has a different primary function/desired place outcome and focus as described below:

    a. Centre core sub-precinct - is the primary location of the highest order and broadest range of specialised retail and business activities in the local plan area and these are located centrally to the centre's main street boulevard (western main street), adjoining the Civic space sub-precinct and incorporating the southern transit stop. Retail activities are to be located on the ground floor and lower levels of multi storey buildings, mixed with office and residential uses above to promote activity, enable casual surveillance and economic exchange. The distribution of retail activities at different scales is vital, with key retail uses forming 'anchor stores', strategically located to facilitate pedestrian flow paths and movement economies to support smaller tenancies and speciality shops located in between 'anchor stores'.

    b. Mixed business sub-precinct – is the primary location for mixed use buildings accommodating small scale specialised commercial and convenience retail services as ground level with residential uses above and a mix of uses arranged to form a continuous active street frontage along the main street. The sub-precinct runs generally in a north-south direction along main street boulevard (eastern main street), adjacent to the Light industry sub-precinct to the east forming a mixed business and light industry spine.

    c. Teaching and learning sub-precinct – is the primary location of secondary and tertiary educational activities. This sub-precinct is located on the fringe of the Town centre core, with high levels of access to the major street network, the Centre core, the Civic space and through the Open space to surrounding residential areas. Educational activities may co-locate with other complementary,

supporting uses and facilities to promote a compact, knowledge-based environment. The development within the sub-precinct is intended to provide active frontages to the major streets rather than a traditional campus style development and to maximise the use of surrounding open space to provide for any required sport and recreation functions.

d. Residential north sub-precinct – is the primary location of high density residential activities that will achieve a minimum site density of 60 dwellings per ha, supporting the retail and commercial activities within the town centre precinct. Central to this sub-precinct is a transit stop near the intersection of main street (west) and a major east-west street which provides a focal point for the movement system and non-residential uses in the sub-precinct. Small scale convenience and speciality retail and commercial uses in mixed use developments may be located within this sub-precinct at street level with active frontages to the main street which connects this sub-precinct to the Civic sub-precinct and the Town centre core;

e. Residential south sub-precinct - is the primary location of medium - high density residential activities that will achieve a site density between 30 to 60 dwellings per hectare, supporting the activities with in the Town centre. The sub-precinct may be supported by a corner store that is centrally located within the sub-precinct to cater only for the convenience needs of the neighbourhood.

f. Open space sub-precinct – is the primary location for for green space and outdoor recreational activities. This sub-precinct is a mix of individual green spaces including; signature tree lined streets and boulevards, landscaped areas with visual impact, recreation facilities, pathways and statement pieces; and ecologically significant areas remaining in their natural state.

g. Civic sub-precinct – is the primary location for civic, government, cultural and entertainment activities.

h. Light industry sub-precinct – is the the primary location of low impact**(42)** and service industry**(73)** activities that are compatible with and complementary to adjacent uses in the town centre. The operation and viability of industrial activities in this area is to be protected from the intrusion of incompatible uses, with the exception of caretaker's accommodation**(10)**.

i. Specialised centre sub-precinct – This sub-precinct is situated next to the mixed business precinct to the north, the main street boulevard (eastern main street) to the west and Bellmere road to the south providing a high level of exposure and access to quality transport infrastructure. This is the primary location for large footprint bulky goods retail, hardware and trade supplies**(32)** activities in the Caboolture West growth area which due to their size, location or servicing requirements, are not located within the Centre core sub-precinct within the Town centre. This sub-precinct balances the need to diversify the retail offering available within the Town centre without compromising the planning intent of creating a compact highly accessible Town centre core with a high quality public realm

7. The form, pattern and structure of development within the Town centre delivers the following outcomes:

a. development recognises and strengthens the role and function of the Caboolture Morayfield Principal Activity centre;

b. development contributes to increased levels of self-containment of business and industry employment opportunities in the Local plan area;

c. development delivers a Town centre urban structure consistent with Figure 7.2.3.2.1 - Town centre urban design framework;

d. development delivers a major street network consistent with Figure 7.2.3.2.2 - Town centre indicative street network and Figure 7.2.3.2.5 - Town centre driveway crossover restrictions;

e. development delivers a movement walking and cycling network consistent with Figure 7.2.3.2.3 - Town centre movement, key streets and connections;

f. development delivers an open space network consistent with Figure 7.2.3.2.1 - Town centre urban design framework;

g. development protects, frames and incorporates strong views from the hilltops identified in Figure 7.2.3.2.4 - Town centre retained views;

h. development responds to the site conditions as identified on Figure 7.2.3.2.6 - Synthesised conditions, important features (Town centre existing conditions).

Editor's note - An urban design framework has been prepared for the Town centre to define the sub-precincts of the Town centre that are to be provided through development. These sub-precincts are shown conceptually on the Town centre figures contained in this Local Plan and are to be read collectively rather than in isolation as they describe an integrated set of considerations that are necessary to achieve the outcomes envisaged for the Town centre. These sub-precincts will be further refined through the development of a Neighbourhood development plan.

Caboolture West town centre will be:

i. A place of mixed uses and mixed ownerships. A variety of sub-precincts will emerge within the town centre;

ii. A place of good access from all directions, provided by an integrated public transport system;

iii. A place with a focus on a civic heart (buildings and open space) and two high amenity main streets;

iv. A place for local jobs and services, reducing travel requirements on the community;

v. A walking place, with comfortable and safe streets and a fine grain gridded block structure;

vi. A place with a green edge, and feature strong views to the Glasshouse Mountains and the D'Aguilar Range.

The Town centre Neighbourhood development plan, once developed, will provide the specific location for sub-precincts that are desired places within and forming part of the town centre. The Neighbourhood development plan will be in accordance with the Local Plan and developed in accordance with Planning scheme policy - Neighbourhood design.

8. The purpose of the precinct will be achieved through the following overall outcomes:

a. Development occurs in accordance with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.2.1 - Town centre urban design framework;

b. Development does not adversely affect the role, function or viability of other centres in the Moreton Bay network particularly the Caboolture and Morayfield higher order centres;

c. Development is consistent with the role and function of the Town centre, as identified on the Caboolture West centre network Table 7.2.3.4.

d. The town centre is configured into a block structure with a nominal 200m grid pattern of two main streets and intersecting major streets. Blocks are to be of a length and include breaks that respond to the intended use of the precinct. (e.g. the Centre core sub-precinct should consist of longer blocks to be more pedestrian friendly while blocks in the Residential north sub-precinct should be of a finer grain (e.g. shorter with more frequent breaks) to provide better accessibility and connectivity).

e. Development in the Town centre precinct is to be serviced by a public transport system, including two transit stops. The integrated public transport system is to provide high frequency public transport connections to the Town centre as well as the Caboolture city and the wider region.

f. The public transport right of way is to be designed and located to:

i. reduce conflicts with the street network and pedestrian environment (e.g by locating the corridor below ground level in a tunnel or channel);

ii. be separated from streets, boulevards and places of activity;

iii. not include active frontages.

Note - Refer to Figure 7.2.3.2.1 - Town centre urban design framework for indicative location for the public transport right of way, or for specific location, alignment and width refer to the Town centre Neighbourhood development plan for the location of the public transport right of way.

g. The development of transit stops within the precinct must:

i. be centrally located to the 2 catchment areas (north and south) they service. The northern transit stop is to primarily service residential activities and commuter travel to the rest of the region. The southern transit stop will primarily service the town centres working population and activities occurring within the Teaching and learning sub-precinct

ii. consist of prominent, high quality buildings and structures that include a high level of visual amenity and provide convenient and safe access to the street network

iii. provide an aesthetically pleasing, safe and comfortable environment for users

iv. not include park and ride facilities.

Editors note - Refer to a Neighbourhood development plan for the location of transit stops (indicatively shown on Figure 7.2.3.2.1 – Town centre urban design framework).

Editor's note - Much of the town centre is elevated and north facing. The site features two broad ridges which descend gently towards Stern Road, South Wararba Creek and surrounding forest. In the centre of the town centre, long distance views north to the Glasshouse Mountains and west to the range are to be incorporated into the design of the town centre, its streets, buildings and landscape. Shorter, local views within and through the town centre - along streets and to local open spaces, for example – are designed to be a feature of this place.

Editor's note - Town Centre Neighbourhood development plan.

Development of the town centre will come at a later stage of development, and further detailed planning (e.g. building heights, active frontages, mixed uses, public realm) in the form of a neighbourhood development plan will be required at that time (the town centre is a Neighbourhood Development Area). An urban design framework has been prepared to inform and direct future planning. The urban design framework also forms part of the structure plan and statutory local plan.

The large mixed use town centre lies at the heart of Caboolture West local plan. It is intended to be a vibrant, prosperous, interesting and pleasant place, that supports the broader vision and sustainability objectives of Caboolture West.

Key design considerations built into the town centre concept are:

1. Creating:

a. a focus of community and business life;

b. a street-based centre;

c. a pleasant, regional, modern, outside, public ownership, leafy, arty, local, interesting. well designed place;

d. a mixed up place - shopping, community services, businesses, service trades, big boxes, TAFE, school(s);

e. diversity of development and business opportunities;

f. variety of urban precincts residential and business opportunities within town centre;

g. opportunities for mixed use ownership.

2. Incorporating:

a. town centre core of 4-6 blocks, scaled for supermarket or department (discount or otherwise) store and sleeved by mixed use. These blocks are to be scaled for walking (i.e. blocks 100-120m, 180-200m grid);

b. attractive leafy main streets boulevards with active frontages linking residential areas to the retail core and business and industry areas;

c. a civic space and main street;

d. quality buildings, streets, and spaces;

e. strong views to the Glasshouse Mountains and the D'Aguilar Range into the design of the centre;

f. local green space.

3. Providing:

a. direct connections north/south/east/west;

b. 400m grid major streets;

c. main street(s) – parallel or perpendicular to major routes;

d. design for walking, cycling and public transport;

e. a rapid transit corridor as part of city-wide public transport network;

f. consolidated parking;

g. local jobs and services as an alternative to long trips to access more remote jobs and services

Refer to the illustrative masterplan of the proposed Caboolture West Town centre contained in Planning scheme policy - Neighbourhood design. The illustrative masterplan shows indicative building footprints as well as land uses, streets, space and prominent features. It was prepared to illustrate the intent of the Town centre design.

Figure 7.2.3.2.1 - Urban design framework

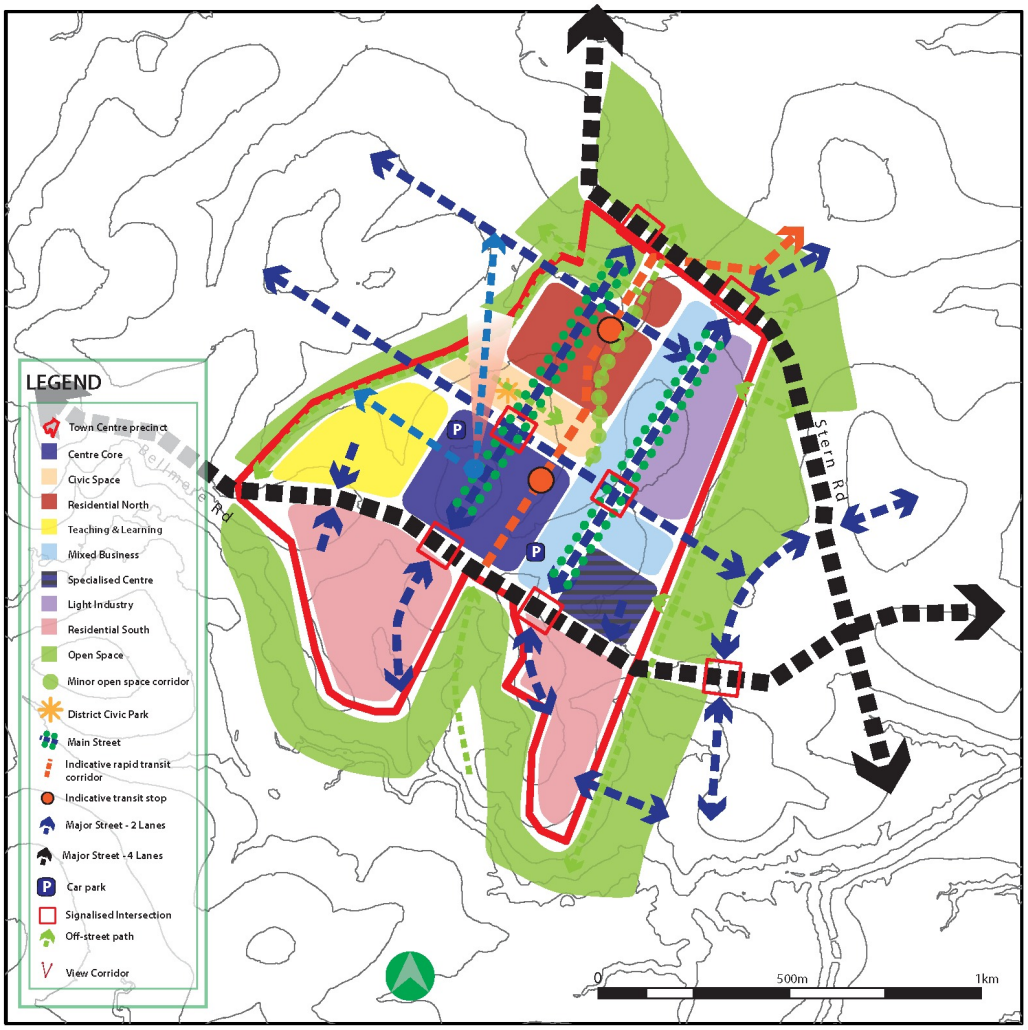


Figure 7.2.3.2.2 - Indicative street network

Figure 7.2.3.2.3 - Movement, key streets and connections

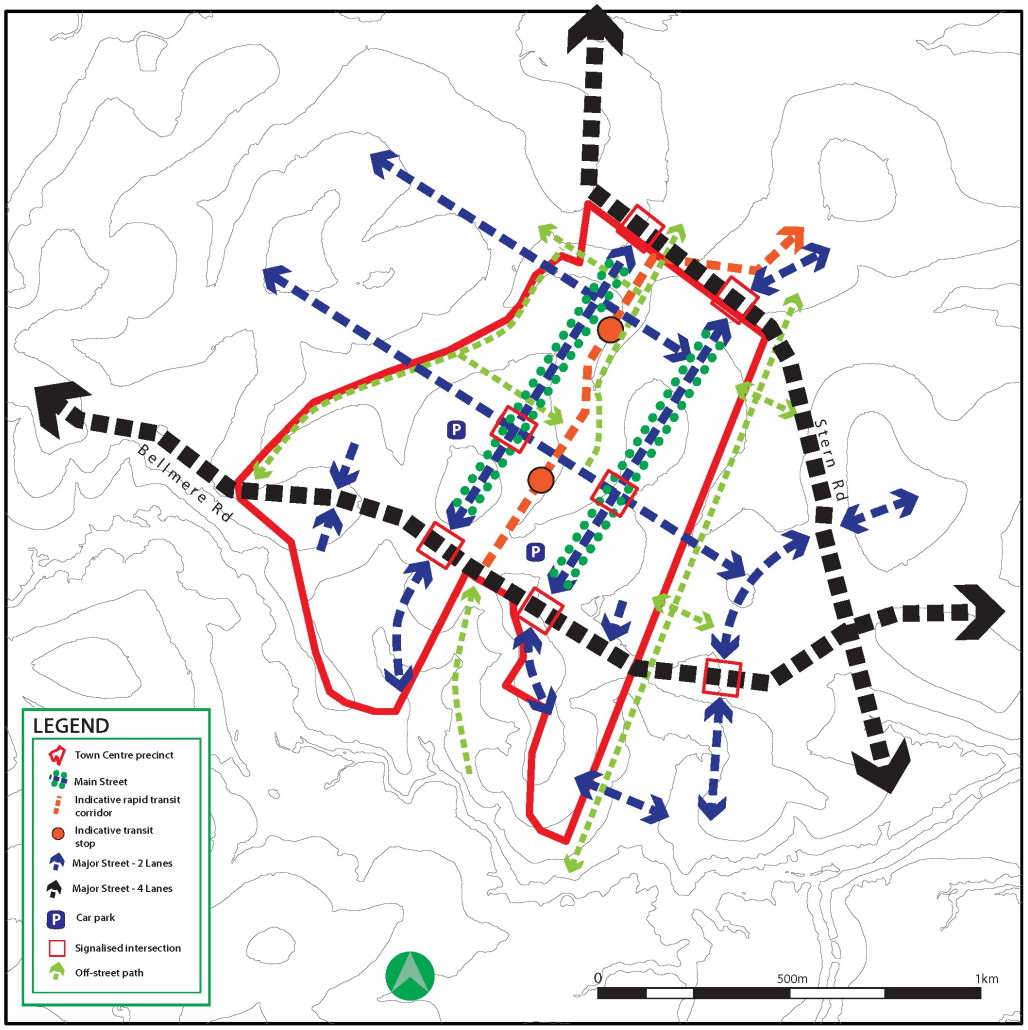


Figure 7.2.3.2.4 - Retained views

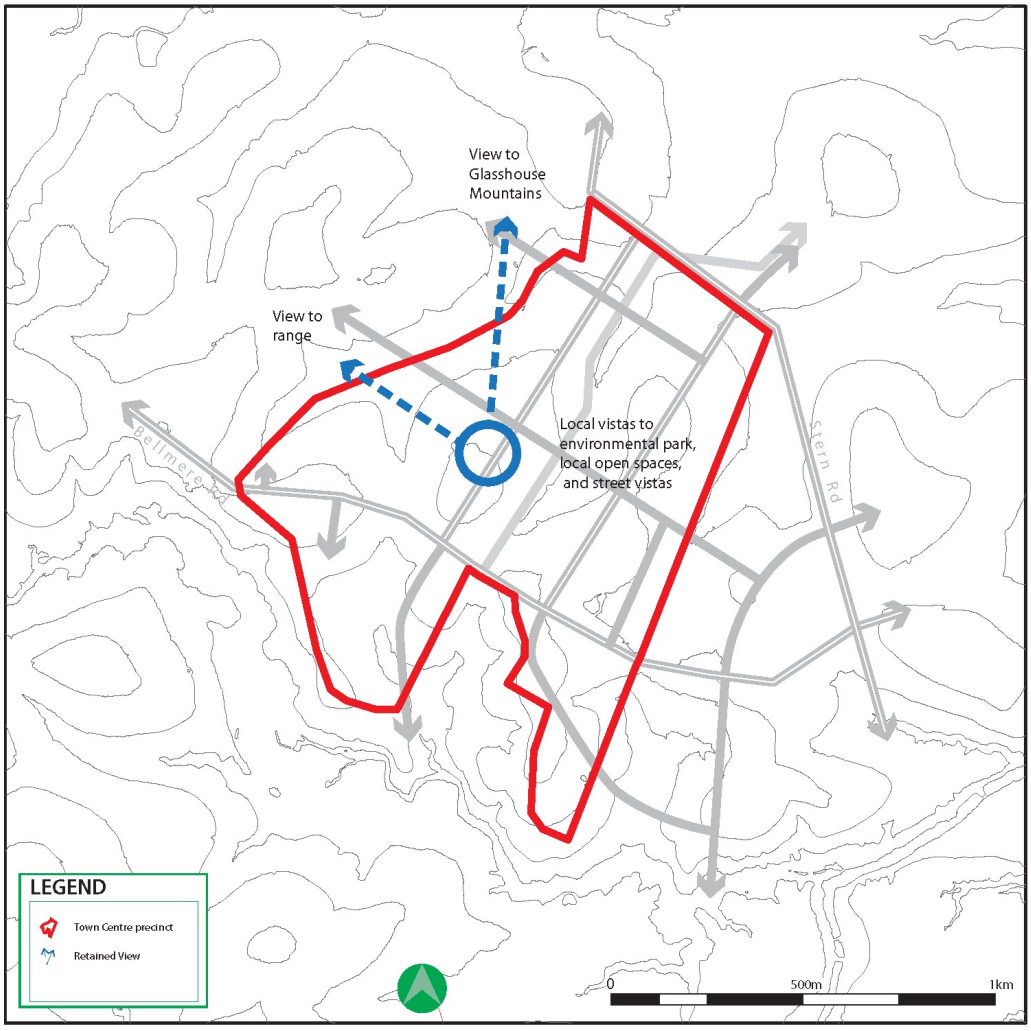


Figure 7.2.3.2.5 - Driveway crossover restrictions

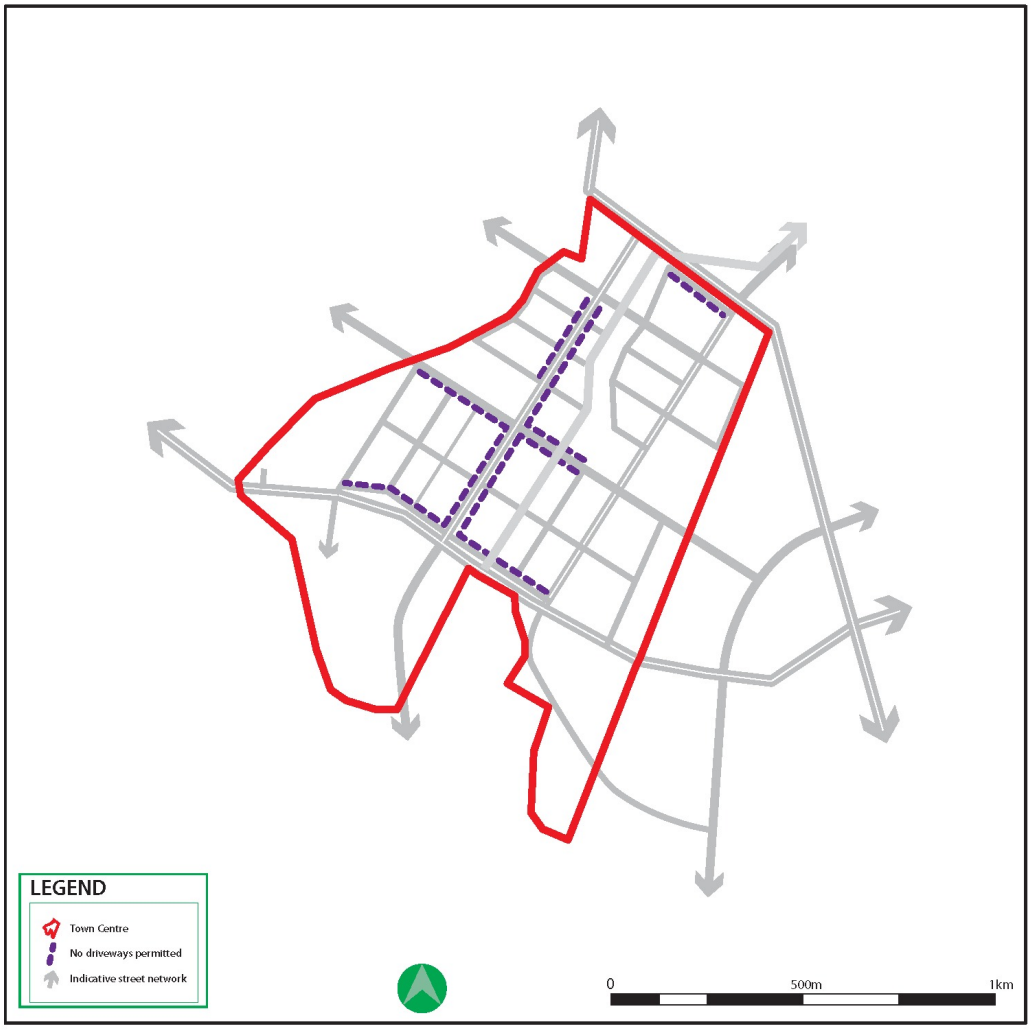
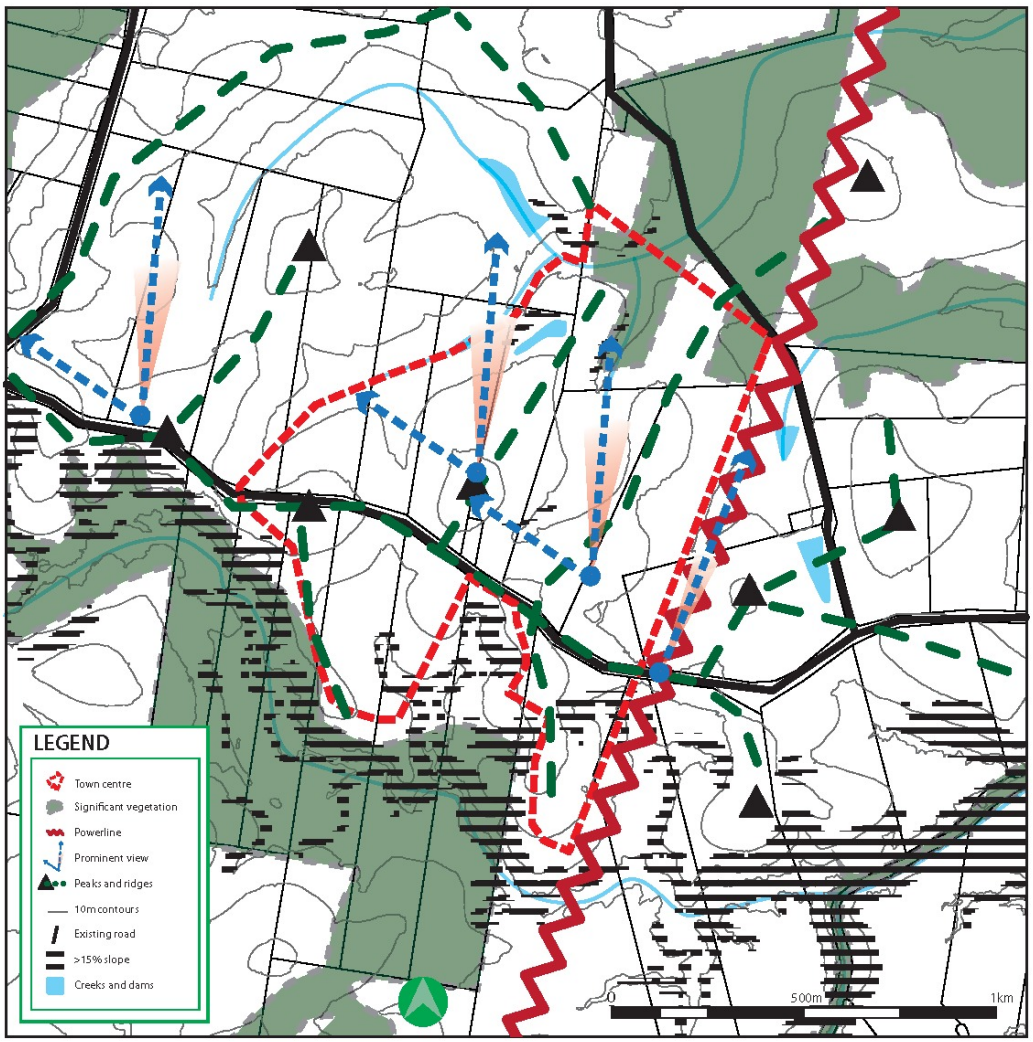


Figure 7.2.3.2.6 - Synthesised conditions, important features (Town centre existing conditions)



7.2.3.2.1 Centre core sub-precinct

7.2.3.2.1.1 Purpose - Centre core sub-precinct

1. The purpose of the Centre core sub-precinct will be achieved through the following overall outcomes:

    a. Development reinforces the Centre core sub-precinct as the main location for higher order and the broadest range of speciality retail and commercial tenancies and functions within the town centre.

    b. Development creates a main street based town centre with active frontages to the main street identified a neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.2.1 - Town centre urban design framework.

    c. Development is of sufficient intensity and land use mix to support high frequency public transport, improve land efficiency and support centre facilities.

    d. Retail and commercial activities must:

        i. be centrally located within the precinct around the centre's main street boulevard adjacent to the civic space as shown on a neighbourhood development plan (conceptually shown on Figure 7.2.3.2.1 - Town centre urban design framework);

        ii. co-locate to create a centre, not just a shopping centre[(76)] through horizontal and vertical mixing of uses, concentrated in a compact urban form;

        iii. be located on the ground floor and lower levels of multi storey buildings, whether or not mixed with residential uses above to promote activity, enable casual surveillance and economic exchange;

        iv. be integrated with the transit stop;

        v. where for a key retail use (e.g. major grocery shopping, discount department stores etc), they act as 'anchor stores' within the town centre core and are strategically located to support pedestrian flow paths and smaller speciality shops and are designed and oriented to have a clear opening onto the main street boulevard between 'anchor stores'.

        vi. be designed, sited and constructed to:

            A. contribute to a high quality centre consistent with the desired character of the centre and surrounding area;

            B. maintain a human scale, through appropriate building heights and form;

            C. be centred around a main street;

            D. provide attractive, active frontages that maximise pedestrian activity along road frontages and public spaces;

            E. provide for active and passive surveillance of the public spaces, road frontages and movement corridors;

            F. locate tenancies at the street frontage with car parking located at the rear, behind active uses or below ground floor;

            G. not result in internalised shopping centres[(76)] with large external blank walls and tenancies only accessible from within the building;

H. ensure expansive areas of surface car parking do not dominate road frontages or public spaces;

I. ensure parking, manoeuvring and servicing areas are designed, located and aesthetically treated to not be visually dominant features from the streetscape and public spaces;

J. include buffers or other treatments or measures to respond to the interface with residential zoned land;

K. incorporate CPTED principles to ensure the safety and security of people and property;

L. place an emphasis on ground floor activation to support adaptability, economic change and amenity over time.

M. frame and makes a positive contribution to the strong views to the Glass House Mountains and the D'Aguilar Range identified in the local plan in Figure Town centre - retained views.

e. Residential activities must:

i. achieve a minimum site density of 60 dwellings/ha;

ii. form part of a mixed use multi-storey building, with active retail or commercial uses at the ground level;

iii. be designed, sited and constructed to:

A. contribute to an attractive streetscape with priority given to pedestrians;

B. encourage passive surveillance of public spaces;

C. provide a diverse and attractive built form where buildings are located closer to the street and encourage active frontages;

D. incorporate sub-tropical urban design principles that respond to local climatic conditions;

E. incorporate sustainable practices including maximising energy efficiency and water conservation.

f. The centre is developed predominantly as a pedestrian environment.

g. The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas and the size, frequency and location of vehicle crossovers.

h. Vehicle crossovers are limited as shown a neighbourhood development plan (shown conceptually on Figure 7.2.3.2.5 - Driveway crossover restrictions.

i. The amount of on-site car parking:

i. encourages the use of public and active transport and on-street parking;

ii. increases land use efficiency through the use of shared parking arrangements and parking stations[58] that are centrally located either side of the Centre core to support the adjoining teaching and learning and mixed business sub-precincts as shown on a neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.2.1 - Town centre urban design framework;

iii. does not negatively impact the streetscape.

Note - Refer to Figure 7.2.3.2.1 – Town centre urban design framework for indicative parking station[58] locations.

j. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

k. Pedestrian connections are provided to integrate the development with the street, public spaces and the surrounding area.

l. Development protects, frames and makes a positive contribution to view corridors to strong scenic views of the Glasshouse Mountains and the D'Aguilar Range, as indicated on a neighbourhood development plan (shown indicatively on Figure 7.2.3.2.4 - Retained views).

m. General works associated with the development achieves the following:

i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);

ii. the development manages stormwater to:

A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
B. prevent stormwater contamination and the release of pollutants;
C. maintain or improve the structure and condition of drainage lines and riparian areas;
D. avoid off-site adverse impacts from stormwater.

iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

n. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

o. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

p. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

q. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

r. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

s. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

t. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

u. Development constraints:

i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

A. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
D. ensuring effective and efficient disaster management response and recovery capabilities;
E. for overland flow path;

I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

v. Development in the Centre core sub-precinct is for one or more of the uses identified below:

• Bar(7) • Caretaker's accommodation(10) • Child care centre(13) • Club(14) • Community care centre(15) • Community use(17) • Dwelling unit(23) • Emergency services(25)	• Health care services(33) • Home based business(35) • Hotel(37) • Market(46) • Multiple dwellingCould not findID-2693465-5213 - if in a mixed use building • Office(53) - if above ground floor • Place of worship(60)	• Rooming accommodation(69) - where in a mixed use building • Sales office(72) • Service industry(73) • Shop(75) • Short term accommodation(77) - if in a mixed use building • Showroom(78) - if 250m^2 GFA or less

• Food and drink outlet(28) • Hardware and trade supplies(32) - if 250m² GFA or less		

w. Development in the Centre core sub-precinct does not include one or more of the following uses:

• Air services(3) • Animal husbandry(4) • Animal keeping(5) • Aquaculture(6) • Cemetery(12) • Crematorium(18) • Cropping(19) • Detention facility(20) • Extractive industry(27) • Food and drink outlet(28) - if including a drive through • Hardware and trade supplies(32) - if greater than 250m² GFA	• High impact industry(34) • Intensive animal industry(39) • Intensive horticulture(40) • Marine industry(45) • Medium impact industry(47) • Motor sport facility(48) • Outdoor sport and recreation(55) • Permanent plantation(59) • Port services(61)	• Relocatable home park(62) • Rural industry(70) • Rural workers' accommodation(71) • Showroom(78)- if greater than 250m² GFA • Special industry(79) • Tourist park(84) • Transport depot(85) • Winery(90)

x. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the zone.

7.2.3.2.1.2 Requirements for assessment

Part D — Criteria for assessable development - Centre core sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part D, Table 7.2.3.2.1.1, as well as the purpose statement and overall outcomes.

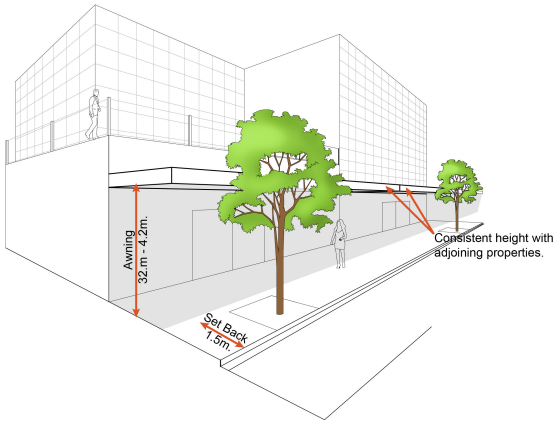
Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.2.1.1 Assessable development - Centre core sub-precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Centre network and function	
PO1 Development in the Centre core sub-precinct is of a size, scale, range of services and location commensurate with the role and function of this sub-precinct in the centres network. Note - Refer to Table 7.2.3.4 Caboolture West - centres network.	No example provided.
Active frontage	
PO2 Development addresses and activates streets and public spaces by: a. establishing and maintaining interaction, pedestrian activity and casual surveillance through appropriate land uses and building design (e.g. the use of windows or glazing and avoiding blank walls with the use of sleeving); b. ensuring buildings and individual tenancies address street frontages and other areas of pedestrian movement; c. new buildings adjoin or are within 3m of a primary street frontage, civic space or public open space; d. locating car parking areas behind or under buildings to not dominate the street environment; e. providing visual interest to the façade (e.g. windows or glazing, variation in colours, materials, finishes, articulation, recesses or projections); f. establishing or maintaining human scale.	**E2.1** Development address the street frontage. **E2.2** New buildings and extensions are built to the street alignment. **E2.3** At-grade car parking: a. does not adjoin a main street or a corner; b. where at-grade car parking adjoins a street (other than a main street) or civic space it does not take up more than 40% of the length of the street frontage. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples. **E2.4** Development on corner lots: a. addresses both street frontages; b. expresses strong visual elements, including feature building entries. **E2.5**

	Development incorporates active uses adjacent to a street frontage, civic spaces, public open space or pedestrian thoroughfare.
	E2.6 The front facade of the building: a. is made up of a minimum of 50% windows or glazing between a height of 1m and 2m; b. the minimum area of window or glazing is to remain uncovered and free of signage. Note - This does not apply to Adult stores(1).
	E2.7 Individual tenancies do not exceed a frontage length of 20m.
	E2.8 Large format retail uses (e.g. Showroom(78), supermarket or discount department store) are sleeved by smaller tenancies (e.g. retail and similar uses). Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.
Setbacks	
PO3 Side and rear setbacks are of a dimension to: a. cater for required openings, the location of loading docks and landscaped buffers etc; b. protect the amenity of adjoining sensitive land uses.	No example provided.
Site area	
PO4 The development has sufficient area and dimensions to accommodate required buildings and structures, vehicular access, manoeuvring and parking and landscaping.	No example provided.

Building height	
PO5 The height of buildings reflect the individual character of the centre.	**E5** Building heights are in accordance with the minimums and maximums mapped on Neighbourhood development plan map - Building heights.
Streetscape	
PO6 Development contributes to an attractive and walkable street environment in the centre through the provision of streetscape features (e.g. footpaths, lighting, bins, furniture, landscaping, pedestrian crossings etc), as outlined in Planning scheme policy - Integrated design. Editor's note - Additional approvals may be required where works are required within road reserves.	No example provided.
Built form	
PO7 Ground floor spaces are designed to enable the flexible re-use of floor area for commercial and retail activities.	**E7** The ground floor has a minimum ceiling height of 4.2m.
PO8 Awnings are provided at the ground floor fronting pedestrian footpaths and public spaces. Awnings: a. provide adequate protection for pedestrians from solar exposure and inclement weather; b. are integrated with the design of the building and the form and function of the street; c. do not compromise the provision of street trees and signage; d. ensure the safety of pedestrians and vehicles (e.g. No support poles).	**E8** Buildings incorporate an that: a. is cantilevered b. extends from the face of the building; c. has a minimum height of 3.2m and a maximum height of 4.2m above pavement level; d. does not extend past a vertical plane of 1.5m inside the kerb line to allow for street trees and regulatory signage; e. aligns with adjoining buildings to provide continuous shelter where possible.

	Figure - Awning requirements 
PO9 All buildings exhibit a high standard of design and construction, which: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, cantilevered awning); b. enables differentiation between buildings; c. contributes to a safe environment; d. incorporates architectural features within the building facade at the street level to create human scale; e. treat or break up blank walls that are visible from public areas; f. includes building entrances that are readily identifiable from the road frontage, located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites; g. facilitate casual surveillance of all public spaces.	No example provided.
PO10 Building entrances: a. are readily identifiable from the road frontage; b. add visual interest to the streetscape; c. are designed to limit opportunities for concealment;	No example provided.

d. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage; e. include footpaths that connect with adjoining sites; f. provide a dedicated, sealed pedestrian footpath between the street frontage and the building entrance. Note - The design provisions for footpaths outlined in Planning scheme policy - Integrated design may assist in demonstrating compliance with this Performance Outcome.	
Car parking	
PO11 The number of car parking spaces is managed to: a. provide for the parking of visitors and employees that is appropriate to the use and the site's proximity to public and active transport options; b. not include an oversupply of car parking spaces. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E11** Car parking is provided in accordance with the table below. **Land use** / **Maximum number of Car Spaces to be Provided** / **Minimum Number of Car Spaces to be Provided** Non-residential / 1 per 30m^2 of GFA / 1 per 50m^2 of GFA Residential - Permanent/Long term / N/A / 1 per dwelling Residential - Services/short term / 3 per 4 dwellings + staff spaces / 1 per 5 dwellings + staff spaces Note - Car parking rates are to be rounded up to the nearest whole number. Note - Allocation of car parking spaces to dwellings is at the discretion of the developer. Note - Residential - Permanent/long term includes: Multiple dwellingCould not findID-2693465-5213, Relocatable home park**(62)**, Residential care facility**(65)**, Retirement facility**(67)**. Note - Residential - Services/short term includes: Rooming accommodation**(69)** or Short-term accommodation**(77)**. Note - The above rates exclude car parking spaces for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards.
PO12	No example provided.

Car parking is designed to avoid the visual impact of large areas of surface car parking on the streetscape.	
PO13 Car parking design includes innovative solutions, including on-street parking and shared parking. Note - Refer to Planning scheme policy - Integrated design for details and examples of on-street parking.	No example provided.
PO14 The design of car parking areas: a. does not impact on the safety of the external road network; b. ensures the safe movement of vehicles within the site.	**E14** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.
PO15 The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas through providing pedestrian paths in car parking areas that are: a. located along the most direct pedestrian routes between building entrances, car parks and adjoining uses; b. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc); c. of a width to allow safe and efficient access for prams and wheelchairs.	No example provided.
Bicycle parking and end of trip facilities Note - Building work to which this code applies constitutes Major Development for purposes of development requirements for end of trip facilities prescribed in the Queensland Development Code MP 4.1.	
PO16 a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include: i. adequate bicycle parking and storage facilities; and	**E16.1** Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number). **Use** | **Minimum Bicycle Parking**

ii. adequate provision for securing belongings; and

iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors.

b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to:

i. the projected population growth and forward planning for road upgrading and development of cycle paths; or

ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or

iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters.

Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc.

Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.

Residential uses comprised of dwellings	Minimum 1 space per dwelling
All other residential uses	Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking
Non-residential uses	Minimum 1 space per 200m2 of GFA

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E16.2

Bicycle parking is:

a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*;

b. protected from the weather by its location or a dedicated roof structure;

c. located within the building or in a dedicated, secure structure for residents and staff;

d. adjacent to building entrances or in public areas for customers and visitors.

Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3.

Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E16.3

For non-residential uses, storage lockers:

a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number);

b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E16.4

For non-residential uses, changing rooms:

a. are provided at a rate of 1 per 10 bicycle parking spaces;
b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

	Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head. Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1). d. are provided with: i. a mirror located above each wash basin; ii. a hook and bench seating within each shower compartment; iii. a socket-outlet located adjacent to each wash basin. Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This examples is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
Loading and servicing	
PO17 Loading and servicing areas: a. are not visible from any street frontage; b. are integrated into the design of the building; c. include screening and buffers to reduce negative impacts on adjoining sensitive land uses; d. are consolidated and shared with adjoining sites where possible. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design.	No example provided.
Waste	
PO18 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E18** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.

Landscaping and fencing	
PO19 On-site landscaping: a. is incorporated into the design of the development; b. reduces the dominance of car parking and servicing areas from the street frontage; c. incorporates shade trees in car parking areas; d. retains mature trees wherever possible; e. contributes to quality public spaces and the micorclimate by providing shelter and shade; f. maintains the achievement of active frontages and sightlines for casual surveillance. Note - All landscaping is to accord with Planning scheme policy - Integrated design.	No example provided.
PO20 Surveillance and overlooking are maintained between the road frontage and the main building line.	No example provided.
Lighting	
PO21 Lighting is designed to provide adequate levels of illumination to public and communal spaces to maximise safety while minimising adverse impacts on residential and other sensitive land uses.	No example provided.
Amenity	
PO22 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, chemicals and other nuisance.	No example provided.
Noise	
PO23 Noise generating uses do not adversely affect existing or potential noise sensitive uses.	No example provided.

Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	
PO24 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E24.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E24.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO25 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.

Access	
PO26 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	No example provided.
PO27 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO28 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E28.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E28.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E28.3

	The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E28.4 The development layout allows forward vehicular access to and from the site.
PO29 Safe access facilities are provided for all vehicles required to access the site.	**E29.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E29.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements.

	Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E29.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E29.4 The driveway construction across the verge conforms to the relevant standard drawing for the classification of the road in accordance with Planning scheme policy - Integrated design.
	E29.5 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO30 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E30** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO31 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E31.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E31.2

	Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO32 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	No example provided.
PO33 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development.	**E33.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the

Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses(88) greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E33.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E33.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO34 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards.	**E34** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or

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.	ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres; d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.
PO35	**E35**

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

Situation	Minimum construction
Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard.	Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.

Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).

Note - Alignment within road reserves is to be agreed with Council.

Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

Stormwater	
PO36 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E36.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E36.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E36.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO37 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E37.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E37.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E37.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E37.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.

PO38 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E38** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO39 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO40 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO41 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in:	No example provided.

<table>
<tr>
<td>i. 6 or more dwellings; or

ii. an impervious area greater than 25% of the net developable area,

stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td>
<td></td>
</tr>
<tr>
<td>PO42

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td>
<td>E42

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr>
</table>

Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td>
</tr>
<tr>
<td>PO43</td>
<td>E43</td>
</tr>
</table>

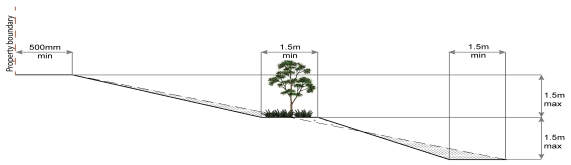
Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.	No example provided.
Site works and construction management	
PO44 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO45 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E45.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E45.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.

	E45.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E45.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO46 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E46** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO47 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E47** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO48 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or	**E48.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
	E48.2 All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads.

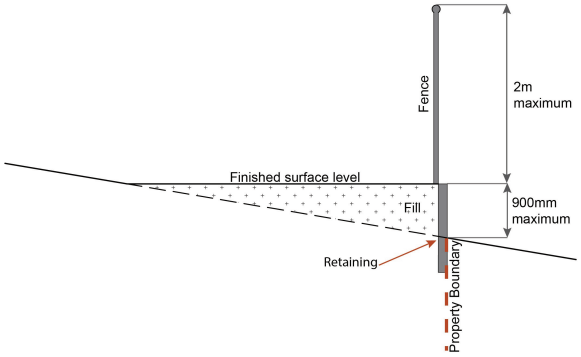
b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	**E48.3** Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times.
	E48.4 Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E.
	E48.5 Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads.
	E48.6 Access to the development site is obtained via an existing lawful access point.
PO49 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E49** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques.

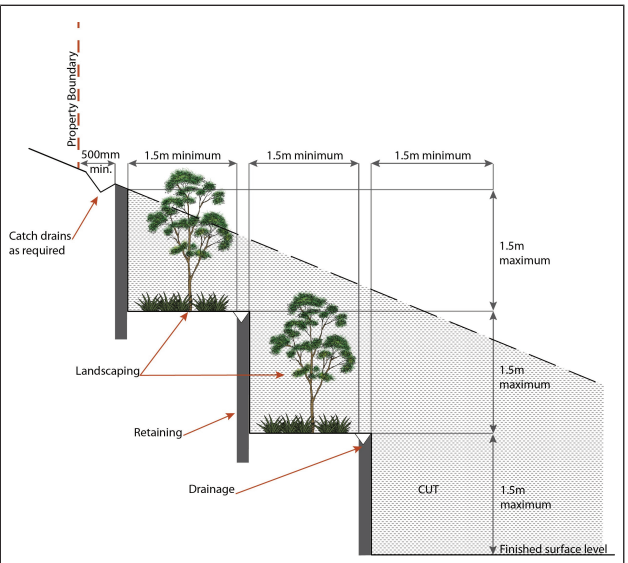
	Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO50 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E50.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works.
	E50.2 Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO51 All development works are carried out at times which minimise noise impacts to residents.	**E51** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO52	No example provided.

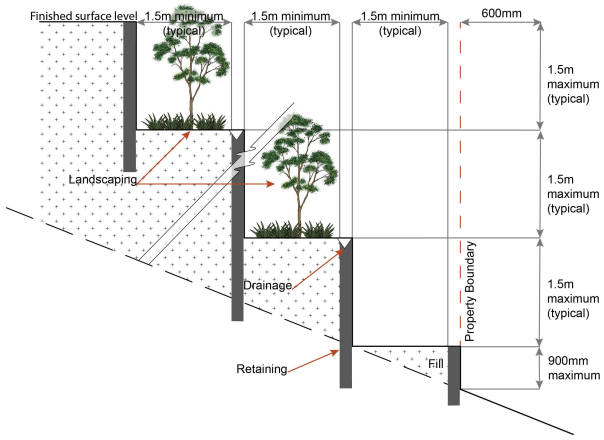
Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the Council or other person engaged in the provision of public utility services is to be carried with the development and at no cost to Council.	
Earthworks	
PO53 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E53.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E53.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E53.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E53.4 All filling or excavation is contained within the site and is free draining.
	E53.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E53.6 The site is prepared and the fill placed on-site in accordance with AS3798.

	Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E53.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO54 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E54** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO55 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	**E55.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
	E55.2 Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes.

	Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO56 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO57 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO58 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E58** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or

	ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO59 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E59** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO60

Development incorporates a fire fighting system that:

a. satisfies the reasonable needs of the fire fighting entity for the area;
b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.

E60.1

External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:
    i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
    ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
    iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities;
d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.

E60.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E60.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO61 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E61** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.

PO62 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E62** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Home based business(35)	
PO63 The scale and intensity of the Home based business(35): a. is compatible with the physical characteristics of the site and the character of the local area; b. is able to accommodate anticipated car parking demand without negatively impacting the streetscape or road safety; c. does not adversely impact on the amenity of the adjoining and nearby premises; d. remains ancillary to the residential use of the dwelling houseCould not findID-2693465-5150; e. does not create conditions which cause hazards or nuisances to neighbours or other persons not associated with the activity; f. ensures employees and visitors to the site do not negatively impact the expected amenity of adjoining properties.	**E63.1** A maximum of 1 employee (not a resident) OR 2 customers OR customers from within 1 Small rigid vehicle (SRV) or smaller are permitted on the site at any one time. **E63.2** The Home based business(35) occupies an area of the existing dwelling or on-site structure not greater than 40m^2 gross floor area.
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO64 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive;	**E64.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line;

d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E64.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO65 Infrastructure does not have an impact on pedestrian health and safety.	**E65** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO66 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E66** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Residential uses	
PO67 Development contributes to greater housing choice and affordability by: a. contributing to the range of dwelling types and sizes in the area; b. providing greater housing density within the Town centre precinct; c. forming part of mixed-use buildings with residential uses above ground floors and podiums.	No example provided.
PO68 Dwellings are provided with adequate functional and attractive private open space that is:	**E68** A dwelling has a clearly defined, private outdoor living space that is:

<table>
<tr>
<td>a. directly accessible from the dwelling and is located so that residents and neighbouring uses experience a suitable level of amenity;

b. designed and constructed to achieve adequate privacy for occupants from other dwelling units(23) and centre uses;

c. accessible and readily identifiable for residents, visitors and emergency services;

d. located to not compromise active frontages.</td>
<td>a. as per the table below;

<table>
<tr><th>Use</th><th>Minimum Area</th><th>Minimum Dimension</th></tr>
<tr><td colspan="3">Ground floor dwellings</td></tr>
<tr><td>All dwelling types</td><td>16m^2</td><td>4m</td></tr>
<tr><td colspan="3">Above ground floor dwellings</td></tr>
<tr><td>1 bedroom or studio,</td><td>8m²</td><td>2.5m</td></tr>
<tr><td>2 or more bedrooms</td><td>12m²</td><td>3.0m</td></tr>
</table>

b. accessed from a living area;

c. sufficiently screened or elevated for privacy;

d. ground floor open space is located behind the main building line and not within the primary or secondary frontage setbacks;

e. balconies orientate to the street;

f. clear of any non-recreational structure (including but not limited to air-conditioning units, water tanks, clothes drying facilities, storage structures, retaining structures and refuse storage areas).

Note - Areas for clothes drying are not visible from street frontages or public areas (e.g. Separate clothes drying areas are provided that are oriented to the side or rear of the site or screening is provided).</td>
</tr>
<tr>
<td>PO69

Dwellings are provided with a reasonable level of access, identification and privacy from adjoining residential and non-residential uses.

Note - Refer to State Government standards for CPTED.

Note - Refer to Planning scheme policy - Residential design for details and examples.</td>
<td>E69

The dwelling:

a. includes screening to a maximum external transparency of 50% for all habitable room windows that are visible from other dwellings and non-residential uses;

b. clearly displays the street number at the entrance to the dwelling and at the front of the site to enable identification by emergency services;

c. is provided with a separate entrance to that of any non-residential use on the site;

d. where located on a site with a non-residential use the dwelling is located behind or above the non-residential use.</td>
</tr>
</table>

	Note - External fixed or movable screening, opaque glass and window tinting are considered acceptable forms of screening.
Retail and commercial uses	
PO70 The Centre core sub-precinct remains the primary location for significant retail activity in the Town centre precinct and the Caboolture west local plan area.	**E70** Development on-sites with a frontage to a main street boulevard, incorporates retail uses on the ground floor directly accessible from the boulevard.
PO71 The Caboolture centre precinct retains a strong retail and commercial focus, with residential activities provided only where part of a mixed use building and not located at the ground floor or within a podium.	No example provided.
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO72 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E72.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E72.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO73 A new Telecommunications facility(81) is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E73** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO74	**E74**

Telecommunications facilities[81] do not conflict with lawful existing land uses both on and adjoining the site.	The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO75 The Telecommunications facility[81] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E75.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E75.2 In all other areas towers do not exceed 35m in height.
	E75.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E75.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E75.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E75.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design.

	Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO76 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E76** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO77 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E77** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO78 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building;	**E78** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and

c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO79 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO80 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO81 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.

PO82 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	**E82** No example provided.
PO83 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO84 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E84** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO85 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E85** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO86	**E86.1**

Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E86.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO87 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO88 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E88** 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.

Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO89 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E89** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.

7.2.3.2.2 Mixed business sub-precinct

7.2.3.2.2.1 Purpose - Mixed business sub-precinct

1. The purpose of the Mixed business sub-precinct will be achieved through the following overall outcomes:

    a. Development reinforces the Mixed business sub-precinct as the main sub-precinct for specialised commercial and convenience retail services at ground and lower levels with office[(53)] and residential uses above.

    b. Development forms an active street frontage along the main street as shown on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.2.1 - Urban design framework, Figure 7.2.3.2.2 - Indicative street network, and Figure 7.2.3.2.3 - Movement, key street and connections.

    c. Commercial activities must:

        i. be centrally located along the Town centre's eastern main street boulevard and provide active frontages;

        ii. cluster with other business and administrative activities;

        iii. be designed, sited and constructed to:

            A. maintain a human scale, through appropriate building heights and form;

            B. provide attractive, active frontages that maximise pedestrian activity along road frontages, movement corridors and public spaces;

            C. are centred around a main street;

            D. provide for active and passive surveillance of road frontages, movement corridors and public spaces;

            E. promote active transport options and ensures an oversupply of car parking is not provided;

            F. not result in large internalised shopping centres[(76)] (e.g. large blank external walls with tenancies only accessible from within the building) surrounded by expansive areas of surface car parking.

    d. Residential activities must:

        i. achieve a minimum net density of 60 dwellings/ha;

        ii. form part of a mixed use multi-storey building, with active retail or commercial uses at the ground and lower level;

        iii. be designed, sited and constructed to:

            A. contribute to an attractive streetscape with priority given to pedestrians;

            B. encourage passive surveillance of public spaces;

            C. provide a diverse and attractive built form where buildings are located closer to the street and encourage active frontages;

D. incorporate sub-tropical urban design principles that respond to local climatic conditions;

E. incorporate sustainable practices including maximising energy efficiency and water conservation.

e. Retail activities must:

i. be located at the ground floor adjoining the main street boulevard, fostering opportunities for social and economic exchange;

ii. be of a small scale, ancillary to the business function of the sub-precinct;

iii. not negatively impact the streetscape;

iv. not undermine the role or viability of Centre core sub-precinct as the main retail sub-precinct in the Town centre precinct; or existing or future centres or neighbourhood hubs;

v. be designed, sited and constructed to:

A. maintain a human scale, through appropriate building heights and form;

B. provides attractive, active frontages that maximise pedestrian activity along road frontages, movement corridors and public spaces;

C. provides for active and passive surveillance of road frontages, movement corridors and public spaces;

D. promotes active transport options and ensures an oversupply of car parking is not provided;

E. not result in large internalised shopping centres[(76)] (e.g. large blank external walls with tenancies only accessible from within the building) surrounded by expansive areas of surface car parking.

f. General works associated with the development achieves the following:

i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);

ii. the development manages stormwater to:

A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
B. prevent stormwater contamination and the release of pollutants;
C. maintain or improve the structure and condition of drainage lines and riparian areas;
D. avoid off-site adverse impacts from stormwater.

iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

g. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

h. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

i. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

j. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

k. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

l. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

m. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

n. Development constraints:

i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

A. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
D. ensuring effective and efficient disaster management response and recovery capabilities;
E. for overland flow path;

I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

o. Development in the Mixed business sub-precinct is for one or more of the uses identified below:

• Health care services[33] • Multiple dwellingCould not findID-2693465-5213 - if above ground floor • Office[53]	• Sales office[72]	• Service industry[73]

p. Development in the Mixed business sub-precinct does not include one or more of the following uses:

• Air services[3] • Animal husbandry[4] • Animal keeping[5] • Aquaculture[6] • Brothel[8] • Car wash[11] • Cemetery[12] • Child care centres[13] • Club[14] • Community residence[16] • Community use[17] • Crematorium[18] • Cropping[19] • Detention facility[20] • Dual occupancyCould not findID-2693465-5148 • Dwelling houseCould not findID-2693465-5150 • Extractive industry[27] • Food and drink outlet[28] - if including a drive through	• High impact industry[34] • Hospital[36] • Hotel[37] • Intensive animal industry[39] • Intensive horticulture[40] • Low impact industry[42] • Major sport, recreation and entertainment facility[44] • Market[46] • Marine industry[45] • Medium impact industry[47] • Motor sport facility[48] • Nature based tourism[50] • Nightclub entertainment facility[51] • Non-resident workforce accommodation[52] • Outdoor sales[54] • Outdoor sport and recreation[55]	• Residential care facility[65] • Resort complex[66] • Retirement facility[67] • Roadside stall[68] • Rural industry[70] • Rural workers' accommodation[71] • Shop[75] - if for a supermarket, department or discount department store or having a GFA greater than 100m^2 • Shopping centre[76] - if including a supermarket, department or discount department store or a shop having a GFA greater than 100m^2 • Showroom[78] • Special industry[79] • Theatre[82] • Tourist attraction[83] • Tourist park[84] • Transport depot[85]

• Function facility[29] • Garden centre[31] • Hardware and trade supplies[32]	• Permanent plantation[59] • Port services[61] • Relocatable home park[62] • Renewable energy facility[63]	• Warehouse[88] • Winery[90]

q. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the zone.

7.2.3.2.2.2 Requirements for assessment

Part E — Criteria for assessable development - Mixed business sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part E, Table 7.2.3.2.2.1, as well as the purpose statement and overall outcomes.

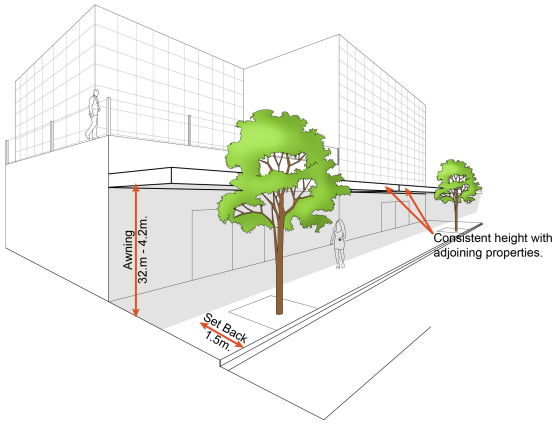
Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.2.2.1 Assessable development - Mixed business sub-precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Centre network and function	
PO1 Development in the Mixed business sub-precinct is of a size, scale, range of services and location commensurate with the role and function of this sub-precinct in the centres network. Note - Refer to Table 7.2.3.4 Caboolture West - centres network.	No example provided.
Active frontage	
PO2 Development addresses and activates streets and public spaces by: a. establishing and maintaining interaction, pedestrian activity and casual surveillance through appropriate land uses and building	**E2.1** New buildings and extensions adjacent to street frontages are built to the street alignment. **E2.2** At-grade car parking:

design (e.g. the use of windows or glazing and avoiding blank walls with the use of sleeving); b. ensuring buildings and individual tenancies address street frontages and other areas of pedestrian movement; c. new buildings adjoin or are within 3m of a primary street frontage, civic space or public open space; d. locating car parking areas behind or under buildings to not dominate the street environment; e. providing visual interest to the façade (e.g. windows or glazing, variation in colours, materials, finishes, articulation, recesses or projections); f. establishing or maintaining human scale.	a. does not adjoin a main street or a corner; b. where at grade car parking adjoins a street (other than a main street) or civic space it does not take up more than 40% of the length of the street frontage. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.
	E2.3 Development on corner lots: a. addresses both street frontages; b. express strong visual elements, including feature building entries.
	E2.4 The front facade of the building: a. is made up of a minimum of 50% windows or glazing between a height of 1m and 2m; b. the minimum amount of window or glazing is to remain uncovered and free of signage. Note - This does not apply to Adult stores[(1)].
	E2.5 Where adjoining the main street frontage, individual tenancies do not exceed a frontage length of 20m.
Setbacks	
PO3 Side and rear setbacks are of a dimension to: a. cater for required openings, the location of loading docks and landscaped buffers etc.; b. protect the amenity of adjoining sensitive land uses.	No example provided.
Site area	
PO4	No example provided.

The development has sufficient area and dimensions to accommodate required buildings and structures, vehicular access, manoeuvring and parking and landscaping.	
Building height	
PO5 The height of buildings reflect the individual character of the centre.	**E5** Building heights do not to exceed that mapped on Neighbourhood development plan map - Building heights.
Streetscape	
PO6 Development contributes to an attractive and walkable street environment in the centre through the provision of streetscape features (e.g. Footpaths, lighting, bins, furniture, landscaping, pedestrian crossings etc), as outlined in Planning scheme policy - Integrated design. Editor's note - Additional approvals may be required where works are required within road reserves.	No example provided.
Built form	
PO7 Ground floor spaces are designed to enable the flexible re-use of floor area for commercial and retail activities.	**E7** The ground floor has a minimum ceiling height of 4.2m.
PO8 Awnings are provided at the ground floor fronting pedestrian footpaths. Awnings: a. provide adequate protection for pedestrians from solar exposure and inclement weather; b. are integrated with the design of the building and the form and function of the street; c. do not compromise the provision of street trees and signage; d. ensure the safety of pedestrians and vehicles (e.g. No support poles).	**E8** Buildings incorporate an awning that: a. is cantilevered; b. extends from the face of the building; c. has a minimum height of 3.2m and a maximum height of 4.2m above pavement level; d. does not extend past a vertical plane of 1.5m inside the kerb line to allow for street trees and regulatory signage; e. aligns with adjoining buildings to provide continuous shelter where possible.

	Figure - Awning requirements 
PO9 All buildings exhibit a high standard of design and construction, which: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, cantilevered awning); b. enables differentiation between buildings; c. contributes to a safe environment; d. incorporates architectural features within the building facade at the street level to create human scale; e. treat or break up blank walls that are visible from public areas; f. includes building entrances that are readily identifiable from the road frontage, located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites; g. facilitate casual surveillance of all public spaces.	No example provided.
PO10 Building entrances: a. are readily identifiable from the road frontage; b. add visual interest to the streetscape; c. are designed to limit opportunities for concealment; d. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage; e. include footpaths that connect with adjoining sites; f. provide a dedicated, sealed pedestrian footpath between the street frontage and the building entrance.	No example provided.

<table>
<tr><td>Note - The design provisions for footpaths outlined in Planning scheme policy - Integrated design may assist in demonstrating compliance with this Performance Outcome.</td><td></td></tr>
<tr><td colspan="2">Car parking</td></tr>
<tr><td>PO11

The number of car parking spaces is managed to:

a. provide for the parking of visitors and employees that is appropriate to the use and the sites proximity to public and active transport options;
b. not include an oversupply of car parking spaces.

Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.</td><td>E11

Car parking is provided in accordance with the table below.

<table><tr><th>Land use</th><th>Maximum number of Car Spaces to be Provided</th><th>Minimum Number of Car Spaces to be Provided</th></tr><tr><td>Non-residential</td><td>1 per 30m^2 of GFA</td><td>1 per 50m^2 of GFA</td></tr><tr><td>Residential - Permanent/Long term</td><td>N/A</td><td>1 per dwelling</td></tr><tr><td>Residential - Services/short term</td><td>3 per 4 dwellings + staff spaces</td><td>1 per 5 dwellings + staff spaces</td></tr></table>
Note - Car parking rates are to be rounded up to the nearest whole number.

Note - Allocation of car parking spaces to dwellings is at the discretion of the developer.

Note - Residential - Permanent/long term includes: Multiple dwellingCould not findID-2693465-5213, Relocatable home park(62), Residential care facility(65), Retirement facility(67).

Note - Residential - Services/short term includes: Rooming accommodation(69) or Short-term accommodation(77).

Note - The above rates exclude car parking spaces for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards.</td></tr>
<tr><td>PO12

Car parking is designed to avoid the visual impact of large areas of surface car parking on the streetscape.</td><td>No example provided.</td></tr>
<tr><td>PO13

Car parking design includes innovative solutions, including on-street parking and shared parking areas.

Note - Refer to Planning scheme policy - Integrated design for details and examples of on-street parking.</td><td>No example provided.</td></tr>
</table>

PO14 The design of car parking areas: a. does not impact on the safety of the external road network; b. ensures the safe movement of vehicles within the site.	**E14** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1.
PO15 The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas through providing pedestrian paths in car parking areas that are: a. located along the most direct pedestrian routes between building entrances, car parks and adjoining uses; b. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc); c. of a width to allow safe and efficient access for prams and wheelchairs.	No example provided.
Bicycle parking and end of trip facilities Note - Building work to which this code applies constitutes Major Development for purposes of development requirements for end of trip facilities prescribed in the Queensland Development Code MP 4.1.	
PO16 a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include: i. adequate bicycle parking and storage facilities; and ii. adequate provision for securing belongings; and iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors. b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to:	**E16.1** Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number). **Use** / **Minimum Bicycle Parking** Residential uses comprised of dwellings / Minimum 1 space per dwelling All other residential uses / Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking Non-residential uses / Minimum 1 space per 200m2 of GFA Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This

i. the projected population growth and forward planning for road upgrading and development of cycle paths; or

ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or

iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters.

Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc.

Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.

example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E16.2

Bicycle parking is:

a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*;

b. protected from the weather by its location or a dedicated roof structure;

c. located within the building or in a dedicated, secure structure for residents and staff;

d. adjacent to building entrances or in public areas for customers and visitors.

Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3.

Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E16.3

For non-residential uses, storage lockers:

a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number);

b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This

example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E16.4

For non-residential uses, changing rooms:

a. are provided at a rate of 1 per 10 bicycle parking spaces;
b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head.

Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1).

d. are provided with:

   i. a mirror located above each wash basin;
   ii. a hook and bench seating within each shower compartment;
   iii. a socket-outlet located adjacent to each wash basin.

Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres

	of the entrance to the building and within 50 metres of bicycle parking and storage facilities Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
Loading and servicing	
PO17 Loading and servicing areas: a. are not visible from any street frontage; b. are integrated into the design of the building; c. include screening and buffers to reduce negative impacts on adjoining sensitive land uses; d. are consolidated and shared with adjoining sites where possible. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design.	No example provided.
Waste	
PO18 Bins and bins storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E18** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Landscaping and fencing	
PO19 On-site landscaping: a. is incorporated into the design of the development; b. reduces the dominance of car parking and servicing areas from the street frontage; c. incorporates shade trees in car parking areas; d. retains mature trees wherever possible; e. contributes to quality public spaces and the microclimate by providing shelter and shade; f. maintains the achievement of active frontages and sightlines for casual surveillance. Note - All landscaping is to accord with Planning scheme policy - Integrated design.	No example provided.

PO20 Surveillance and overlooking are maintained between the road frontage and the main building line.	No example provided.
Lighting	
PO21 Lighting is designed to provide adequate levels of illumination to public and communal spaces to maximise safety while minimising adverse impacts on residential and other sensitive land uses.	No example provided.
Amenity	
PO22 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, chemicals and other environmental nuisances.	No example provided.
Noise	
PO23 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO24 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing to safe and usable public spaces, through maintaining high levels of surveillance of parks, streets and roads that serve active	**E24.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E24.2** Noise attenuation structures (e.g. walls, barriers or fences):

transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO25 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO26 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites.	No example provided.

Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	
PO27 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO28 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E28.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E28.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E28.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E28.4 The development layout allows forward vehicular access to and from the site.
PO29 Safe access facilities are provided for all vehicles required to access the site.	**E29.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design;

	b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E29.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E29.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E29.4 The driveway construction across the verge conforms to the relevant standard drawing for the classification of the road in accordance with Planning scheme policy - Integrated design.
	E29.5

	Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO30 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E30** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO31 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E31.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E31.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO32 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking;	No example provided.

d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO33 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces.	**E33.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E33.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable.

The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	**E33.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO34 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E34** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres;

<table>
<tr>
<td></td>
<td>iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres;

d. Walkable block perimeter does not exceed 1000 metres.

Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.</td>
</tr>
<tr>
<td>PO35

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td>
<td>E35

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

<table>
<tr><th>Situation</th><th>Minimum construction</th></tr>
<tr><td>Frontage road unconstructed or gravel road only;

OR

Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard;

OR

Frontage road partially constructed* to Planning scheme policy - Integrated design standard.</td><td>Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.

The minimum total travel lane width is:</td></tr>
</table>
</td>
</tr>
</table>

	<table><tr><td></td><td>• 6m for minor roads; • 7m for major roads.</td></tr></table> Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads. Note - Construction includes all associated works (services, street lighting and linemarking). Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO36 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E36.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E36.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E36.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO37 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E37.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.

	E37.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E37.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E37.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO38 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E38** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO39 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood	No example provided.

levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	
PO40 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO41 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in: i. 6 or more dwellings; or ii. an impervious area greater than 25% of the net developable area, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives. Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	No example provided.
PO42	**E42** Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table>
<tr>
<td>Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td>
<td>
<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr>
</table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td>
</tr>
<tr>
<td>PO43

Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.</td>
<td>No example provided.</td>
</tr>
<tr>
<td colspan="2">Site works and construction management</td>
</tr>
<tr>
<td>PO44

The site and any existing structures are maintained in a tidy and safe condition.</td>
<td>No example provided.</td>
</tr>
<tr>
<td>PO45

All works on-site are managed to:

a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light;
b. minimise as far as possible, impacts on the natural environment;
c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises;
d. avoid adverse impacts on street streets and their critical root zone.</td>
<td>E45.1

Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following:

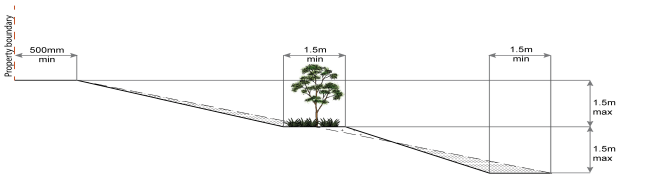
a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions;</td>
</tr>
</table>

	b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E45.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E45.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E45.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO46 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E46** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO47	**E47.1**

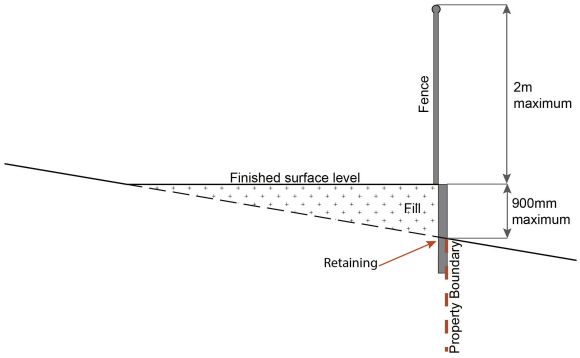
All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe. **E47.2** All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads. **E47.3** Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E47.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E47.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads. **E47.6**

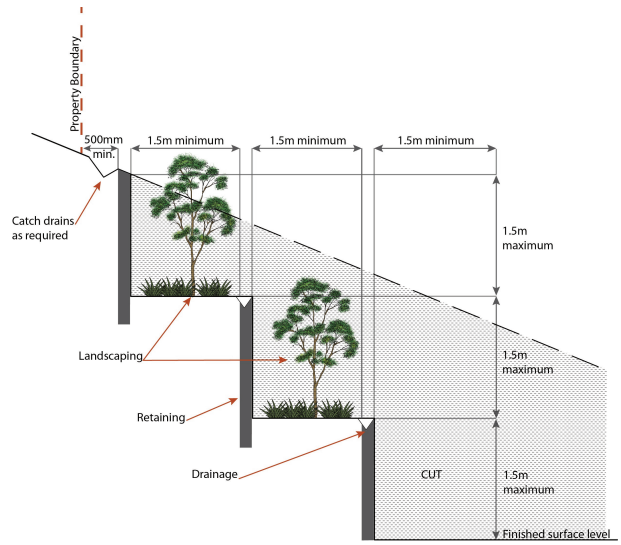
	Access to the development site is obtained via an existing lawful access point.
PO48 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E48** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO49 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E49** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO50 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E50.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles of storage of machinery or goods is to occur in these areas during development works. **E50.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site.
PO51	**E51**

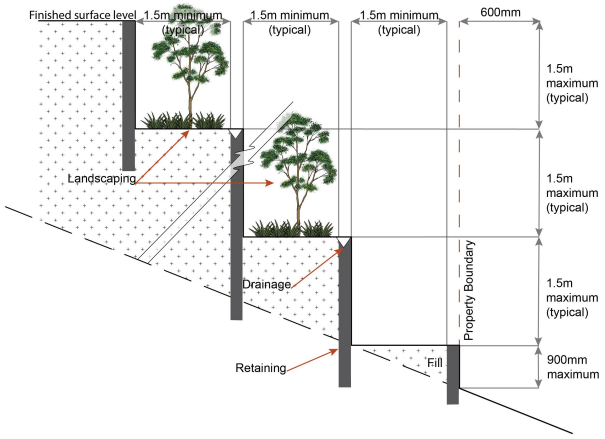
All development works are carried out at times which minimise noise impacts to residents.	All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO52 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO53 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E53.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E53.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E53.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E53.4 All filling or excavation is contained within the site and is free draining.
	E53.5

	All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E53.6 The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E53.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO54 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E54** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO55 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes.	**E55.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
	E55.2 Earthworks that would result in any of the following are not carried out on-site:

Note - Public sector entity is defined in Schedule 2 of the Act.	a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO56 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO57 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO58	**E58** Filling and excavation undertaken on the development site are shaped in a manner which does not:

Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO59 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E59** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO60

Development incorporates a fire fighting system that:

a. satisfies the reasonable needs of the fire fighting entity for the area;
b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.

E60.1

External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:
    i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
    ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
    iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities;
d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.

E60.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E60.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO61 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E61** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.

PO62 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E62** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Home based business(35)	
PO63 The scale and intensity of the Home based business(35): a. is compatible with the physical characteristics of the site and the character of the local area; b. is able to accommodate anticipated car parking demand without negatively impacting the streetscape or road safety; c. does not adversely impact on the amenity of the adjoining and nearby premises; d. remains ancillary to the residential use of the dwelling houseCould not findID-2693465-5150; e. does not create conditions which cause hazards or nuisances to neighbours or other persons not associated with the activity; f. ensures employees and visitors to the site do not negatively impact the expected amenity of adjoining properties.	**E63.1** A maximum of 1 employee (not a resident) OR 2 customers OR customers from within 1 Small rigid vehicle (SRV) or smaller are permitted on the site at any one time. **E63.2** The Home based business(35) occupies an area of the existing dwelling or on-site structure not greater than 40m^2 gross floor area.
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO64 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive;	**E64.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line;

d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E64.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO65 Infrastructure does not have an impact on pedestrian health and safety.	**E65** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO66 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E66** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Residential uses	
PO67 Residential uses form part of mixed-use buildings are in the form of: a. a Dwelling unit[(23)] located above a retail or commercial use or b. a Medium-density development achieving a minimum site density of 60 dwellings per ha.	No example provided.
PO68 Dwellings are provided with adequate functional and attractive private open space that is: a. directly accessible from the dwelling and is located so that residents and neighbouring uses experience a suitable level of amenity;	**E68** A dwelling has a clearly defined, private outdoor living space that is: a. as per the table below;

b. designed and constructed to achieve adequate privacy for occupants from other dwelling units[23] and centre uses;

c. accessible and readily identifiable for residents, visitors and emergency services;

d. located to not compromise active frontages.

Use	Minimum Area	Minimum Dimension in all directions
Ground level dwellings		
All dwelling types	16m^2	4m
Above ground level dwellings		
1 bedroom or studio	8m²	2.5m
2 or more bedrooms	12m²	3.0m

b. accessed from a living area;

c. sufficiently screened or elevated for privacy;

d. ground level open space is located behind the main building line and not within the primary or secondary frontage setbacks;

e. balconies orientate to the street;

f. clear of any non-recreational structure (including but not limited to air-conditioning units, water tanks, clothes drying facilities, storage structures, retaining structures and refuse storage areas).

Note - Areas for clothes drying are not visible from street frontages or public areas (e.g. Separate clothes drying areas are provided that are oriented to the side or rear of the site or screening is provided).

PO69

Dwellings are provided with a reasonable level of access, identification and privacy from adjoining residential and non-residential uses.

Note - Refer to State Government standards for CPTED.

Note - Refer to Planning scheme policy - Residential design for details and examples.

E69

The dwelling:

a. includes screening to a maximum external transparency of 50% for all habitable room windows that are visible from other dwellings and non-residential uses;

b. clearly displays the street number at the entrance to the dwelling and at the front of the site to enable identification by emergency services;

c. is provided with a separate entrance to that of any non-residential use on the site;

d. where located on a site with a non-residential use the dwelling is located behind or above the non-residential use.

	Note - External fixed or movable screening, opaque glass and window tinting are considered acceptable forms of screening.
Retail and commercial uses	
PO70 The Mixed business sub-precinct remains the primary location for significant commercial activity in the Town centre precinct and the Caboolture West Local plan area.	No example provided.
PO71 Retail activities are provided only where of a small scale, forming an ancillary function and serving the immediate needs of the working population.	**E71** Retail uses within the mixed business sub-precinct consists of no more than: a. 1 small format supermarket with a maximum gfa of 500m^2; b. 10 small format retail or commercial tenancies with a maximum gfa of 100m^2 each.
PO72 Retail and Food and drink outlets(28) are located on lots or tenancies adjacent to a street frontage, civic spaces, public open space, main street boulevard or pedestrian thoroughfare.	No example provided.
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO73 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E73.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E73.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.

PO74 A new Telecommunications facility[(81)] is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E74** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO75 Telecommunications facilities[(81)] do not conflict with lawful existing land uses both on and adjoining the site.	**E75** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO76 The Telecommunications facility[(81)] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E76.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape. **E76.2** In all other areas towers do not exceed 35m in height. **E76.3** Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity. **E76.4** All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site. **E76.5** The facility is enclosed by security fencing or by other means to ensure public access is prohibited. **E76.6**

	A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO77 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E77** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO78 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E78** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO79	**E79**

Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO80 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO81 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO82	No example provided.

Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	
PO83 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.
PO84 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO85 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E85** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.

PO86 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E86** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO87 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E87.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E87.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO88 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO89 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that:	**E89** 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.

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.	
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO90 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E90** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.

7.2.3.2.3 Teaching and learning sub-precinct

7.2.3.2.3.1 Purpose - Teaching and learning sub-precinct

Note - The Teaching and learning sub-precinct assumes a high school and a TAFE or university campus (both being urban campuses of multi-storey buildings).

1. The purpose of the Teaching and learning sub-precinct will be achieved through the following overall outcomes:

    a. Development reinforces the Teaching and learning sub-precinct as the main sub-precinct for secondary and tertiary educational uses and functions within the town centre.

    b. Education activities must:

        i. be located in accordance with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.2.1 - Town centre urban design framework;

        ii. be developed as an urban campus including multi-storey buildings;

        iii. provide active frontages to the major street network.

    c. Retail and commercial activities must:

        i. be located at the ground floor, adjoining main streets and pedestrian thoroughfares, fostering opportunities for social and economic exchange;

        ii. be of a small scale, ancillary to the education and health function of the sub-precinct;

        iii. not negatively impact the streetscape;

        iv. not undermine the role or viability of the Centre core sub-precinct or the Mixed business sub-precinct as the main retail and commercial sub-precincts in the Town centre precinct; or existing or future centres or neighbourhood hubs;

        v. be designed, sited and constructed to:

            A. maintain a human scale, through appropriate building heights and form;

            B. provide attractive, active frontages that maximise pedestrian activity along street frontages, movement corridors and public spaces;

            C. provide active and passive surveillance of road frontages, movement corridors and public spaces;

            D. promote active transport options and ensures an oversupply of car parking is not provided;

            E. not result in large internalised shopping centres[(76)] with large blank external walls with tenancies only accessible from within the building.

    d. General works associated with the development achieves the following:

        i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);
        ii. the development manages stormwater to:

A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
B. prevent stormwater contamination and the release of pollutants;
C. maintain or improve the structure and condition of drainage lines and riparian areas;
D. avoid off-site adverse impacts from stormwater.

iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

e. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

f. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

g. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

h. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

i. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

j. Development constraints:

i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

A. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
D. ensuring effective and efficient disaster management response and recovery capabilities;
E. for overland flow path;

I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

k. Development in the Teaching and learning sub-precinct is for one or more of the uses identified below:

• Educational establishment[24]	• Health care services[33] - If associated with educational activities	• Research and technology industry[64] - If associated with educational activities

l. Development in the Teaching and learning sub-precinct does not include one or more of the following uses:

• Air services[3] • Animal husbandry[4] • Animal keeping[5] • Aquaculture[6] • Bar[7] • Brothel[8] • Car wash[11] • Cemetery[12] • Child care centres[13] • Club[14] • Community residence[16] • Community use[17] • Crematorium[18] • Cropping[19] • Detention facility[20] • Dwelling unit[23] • Dual occupancyCould not findID-2693465-5148 • Dwelling houseCould not findID-2693465-5150	• High impact industry[34] • Home based business[35] • Hotel[37] • Intensive animal industry[39] • Intensive horticulture[40] • Low impact industry[42] • Major sport, recreation and entertainment facility[44] • Market[46] • Marine industry[45] • Medium impact industry[47] • Motor sport facility[48] • Nature based tourism[50] • Nightclub entertainment facility[51] • Non-resident workforce accommodation[52] • Outdoor sales[54] • Outdoor sport and recreation[55]	• Retirement facility[67] • Roadside stall[68] • Rooming accommodation[69] • Rural industry[70] • Rural workers' accommodation[71] • Shop[75] - if for a supermarket, department or discount department store or having a GFA greater than 100m^2 • Shopping centre[76] - if including a supermarket, department or discount department store or a shop having a GFA greater than 100m^2 • Showroom[78] • Special industry[79] • Theatre[82] • Tourist attraction[83] • Tourist park[84] • Transport depot[85]

• Extractive industry[27] • Food and drink outlet[28] - if including a drive through • Function facility[29] • Garden centre[31] • Hardware and trade supplies[32]	• Permanent plantation[59] • Port services[61] • Relocatable home park[62] • Renewable energy facility[63] • Resort complex[66]	• Warehouse[88] • Winery[90]

m. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the zone.

7.2.3.2.3.2 Requirements for assessment

Part F — Criteria for assessable development - Teaching and learning sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part F, Table 7.2.3.2.3.1, as well as the purpose statement and overall outcomes.

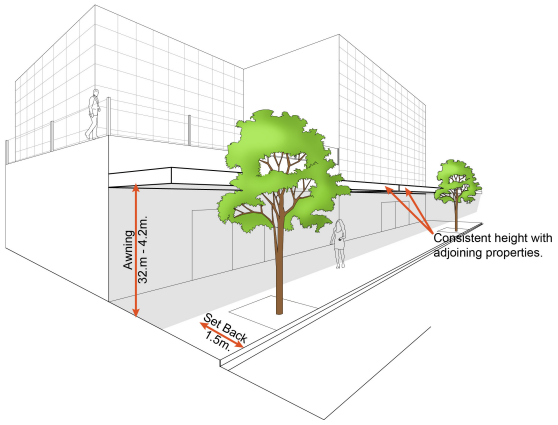
Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.2.3.1 Assessable development - Teaching and learning sub-precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Centre network and function	
PO1 Development in the Teaching and learning sub-precinct: a. reflects the prominence of the sub-precinct as a key focal point within the Town centre for education; b. includes activities that have a synergy with the above; c. does not undermine the viability, role or function of the Centre core or Mixed business sub-precincts within the Town centre; d. does not undermine the viability, role or function of other centres in the Caboolture west area.	No example provided.

Note - Refer to Table 7.2.3.4 Caboolture West - Centre network.	
PO2 Development maximises the efficient use of land and provides for future growth within the precinct by increasing the GFA and land use intensity within the precinct boundaries forming a compact urban campus.	No example provided.
Active frontage	
PO3 Development addresses and activates streets and public spaces by: a. establishing and maintaining interaction, pedestrian activity and casual surveillance through appropriate land uses and building design (e.g. the use of windows or glazing and avoiding blank walls with the use of sleeving); b. ensuring buildings and individual tenancies address street frontages and other areas of pedestrian movement; c. new buildings adjoin or are within 3m of a primary street frontage, civic space or public open space; d. locating car parking areas behind or under buildings to not dominate the street environment; e. providing visual interest to the façade (e.g. windows or glazing, variation in colours, materials, finishes, articulation, recesses or projections); f. establishing or maintaining human scale.	**E3.1** Development addresses the street frontage.
	E3.2 New buildings and extensions are built to the street alignment.
	E3.3 At-grade car parking: a. does not adjoin a main street or a corner; b. where at-grade car parking adjoin a street (other than a main street) or civic space it does not take up more than 40% of the length of the street frontage. Note - Refer to Planning scheme policy - Centre and hub design for details and examples.
	E3.4 Development on corner lots: a. addresses both street frontages; b. expresses strong visual elements, including feature building entries.
Setbacks	
PO4 Side and rear setbacks are of a dimension to:	No example provided.

a. cater for required openings, the location of loading docks and landscaped buffers etc.; b. protect the amenity of adjoining sensitive land uses.	
Site area	
PO5 The development has sufficient area and dimensions to accommodate required buildings and structures, vehicular access, manoeuvring and parking and landscaping.	No example provided.
Building height	
PO6 The height of buildings reflect the individual character of the centre.	**E6** Building heights do not to exceed that mapped on Neighbourhood development plan map - Building heights.
Streetscape	
PO7 Development contributes to an attractive and walkable street environment through the provision of streetscape features (e.g. footpaths, lighting, bins, furniture, landscaping, pedestrian crossings etc), as outlined in Planning scheme policy - Integrated design. Editor's note - Additional approvals may be required where works are required within road reserves.	No example provided.
Built form	
PO8 Ground floor spaces that adjoin major streets are designed to enable the flexible re-use of floor area for commercial and retail activities.	**E8** The ground floor has a minimum ceiling height of 4.2m.
PO9 Awnings are provided at the ground floor fronting pedestrian footpaths. Awnings: a. provide adequate protection for pedestrians from solar exposure and inclement weather;	**E9** Buildings incorporate an awning that: a. is cantilevered; b. extends from the face of the building;

b. are integrated with the design of the building and the form and function of the street; c. do not compromise the provision of street trees and signage; d. ensure the safety of pedestrians and vehicles (e.g. No support poles).	c. has a minimum height of 3.2m and a maximum height of 4.2m above pavement level; d. does not extend past a vertical plane of 1.5m inside the kerb line to allow for street trees and regulatory signage; e. aligns with adjoining buildings to provide continuous shelter where possible. **Figure - Awning requirements** 
PO10 All buildings exhibit a high standard of design and construction, which: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, cantilevered awning); b. enables differentiation between buildings; c. contributes to a safe environment; d. incorporates architectural features within the building facade at the street level to create human scale; e. treat or break up blank walls that are visible from public areas; f. includes building entrances that are readily identifiable from the road frontage, located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites; g. facilitate casual surveillance of all public spaces.	No example provided.
PO11 Building entrances: a. are readily identifiable from the road frontage; b. add visual interest to the streetscape; c. are designed to limit opportunities for concealment;	No example provided.

d. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage; e. include footpaths that connect with adjoining sites; f. Provide a dedicated, sealed pedestrian footpath between the street frontage and the building entrance. Note - The design provisions for footpaths outlined in Planning scheme policy - Integrated design may assist in demonstrating compliance with this Performance Outcome.	
Car parking	
PO12 The number of car parking spaces is managed to: a. provide for the parking of visitors and employees that is appropriate to the use and the site's proximity to public and active transport options; b. not include an oversupply of car parking spaces. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E12** Car parking is provided in accordance with the table below. **Land use** / **Maximum number of Car Spaces to be Provided** / **Minimum Number of Car Spaces to be Provided** Non-residential / 1 per 30m^2 of GFA / 1 per 50m^2 of GFA Residential - Permanent/Long term / N/A / 1 per dwelling Residential - Services/short term / 3 per 4 dwellings + staff spaces / 1 per 5 dwellings + staff spaces Note - Car parking rates are to be rounded up to the nearest whole number. Note - Allocation of car parking spaces to dwellings is at the discretion of the developer. Note - Residential - Permanent/long term includes: Multiple dwellingCould not findID-2693465-5213, Relocatable home park**(62)**, Residential care facility**(65)**, Retirement facility**(67)**. Note - Residential - Services/short term includes: Rooming accommodation**(69)** or Short-term accommodation**(77)**. Note - The above rates exclude car parking spaces for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards.
PO13 Car parking is designed to avoid the visual impact of large areas of surface car parking on the streetscape.	No example provided.

PO14 Car parking design includes innovative solutions, including on-street parking and shared parking areas. Note - Refer to Planning scheme policy - Integrated design for details and examples of on-street parking.	No example provided.
PO15 The design of car parking areas: a. does not impact on the safety of the external road network; b. ensures the safe movement of vehicles within the site.	**E15** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.
PO16 The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas through providing pedestrian paths in car parking areas that are: a. located along the most direct pedestrian routes between building entrances, car parks and adjoining uses; b. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc); c. of a width to allow safe and efficient access for prams and wheelchairs.	No example provided.
Bicycle parking and end of trip facilities Note - Building work to which this code applies constitutes Major Development for purposes of development requirements for end of trip facilities prescribed in the Queensland Development Code MP 4.1.	
PO17 a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include: i. adequate bicycle parking and storage facilities; and	**E17.1** Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number). **Use** / **Minimum Bicycle Parking** Residential uses comprised of dwellings / Minimum 1 space per dwelling

ii. adequate provision for securing belongings; and

iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors.

b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to:

i. the projected population growth and forward planning for road upgrading and development of cycle paths; or

ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or

iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters.

Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc.

Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.

All other residential uses	Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking
Non-residential uses	Minimum 1 space per 200m2 of GFA

Editor's note - The example for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E17.2

Bicycle parking is:

a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*;

b. protected from the weather by its location or a dedicated roof structure;

c. located within the building or in a dedicated, secure structure for residents and staff;

d. adjacent to building entrances or in public areas for customers and visitors.

Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3.

Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E17.3

For non-residential uses, storage lockers:

a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number);

b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E17.4

For non-residential uses, changing rooms:

a. are provided at a rate of 1 per 10 bicycle parking spaces;
b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head.

Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1).

d. are provided with:
    i. a mirror located above each wash basin;

	ii. a hook and bench seating within each shower compartment; iii. a socket-outlet located adjacent to each wash basin. Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
Loading and servicing	
PO18 Loading and servicing areas: a. are not visible from any street frontage; b. are integrated into the design of the building; c. include screening and buffers to reduce negative impacts on adjoining sensitive land uses; d. are consolidated and shared with adjoining sites where possible. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design.	No example provided.
Waste	
PO19 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E19** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Landscaping and fencing	
PO20 On-site landscaping: a. is incorporated into the design of the development; b. reduces the dominance of car parking and servicing areas from the street frontage; c. incorporates shade trees in car parking areas; d. retains mature trees wherever possible;	No example provided.

e. contributes to quality public spaces and the microclimate by providing shelter and shade; f. maintains the achievement of active frontages and sightlines for casual surveillance. Note - All landscaping is to accord with Planning scheme policy - Integrated design.	
PO21 Surveillance and overlooking are maintained between the road frontage and the main building line.	No example provided.
Lighting	
PO22 Lighting is designed to provide adequate levels of illumination to public and communal spaces to maximise safety while minimising adverse impacts on residential and other sensitive land uses.	No example provided.
Amenity	
PO23 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, chemicals and other nuisance.	No example provided.
Noise	
PO24 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO25 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while:	**E25.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise.
	E25.2

a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO26 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO27 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options;	No example provided.

d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	
PO28 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO29 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E29.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E29.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E29.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E29.4 The development layout allows forward vehicular access to and from the site.
PO30 Safe access facilities are provided for all vehicles required to access the site.	**E30.1** Site access and driveways are designed, located and constructed in accordance with:

	a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E30.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E30.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E30.4 The driveway construction across the verge conforms to the relevant standard drawing for the classification of the road in accordance with Planning scheme policy - Integrated design.

	E30.5 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO31 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: ● Development is near a transport sensitive location; ● Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; ● Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; ● Residential development greater than 50 lots or dwellings; ● Offices greater than 4,000m^2 Gross Floor Area (GFA); ● Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; ● Warehouses(88) greater than 6,000m^2 GFA; ● On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	No example provided.

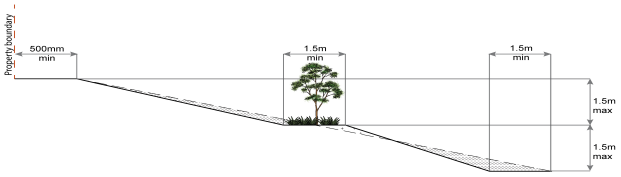
Stormwater	
PO32 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO33 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO34 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in: i. 6 or more dwellings; or ii. an impervious area greater than 25% of the net developable area, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water	No example provided.

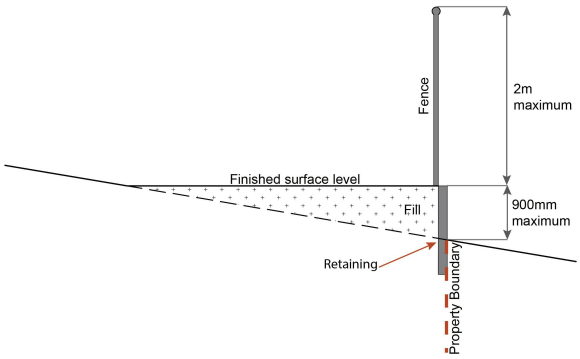
environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives. Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	
PO35 Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes. 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.	No example provided.
Site works and construction management	
PO36 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO37 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E37.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions;

	d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E37.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E37.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
PO38 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	No example provided.
PO39 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or	**E39.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
	E39.2 All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads.
	E39.3

b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times.
PO40 All disturbed areas are rehabilitated at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E40** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO41 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E41.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E41.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.

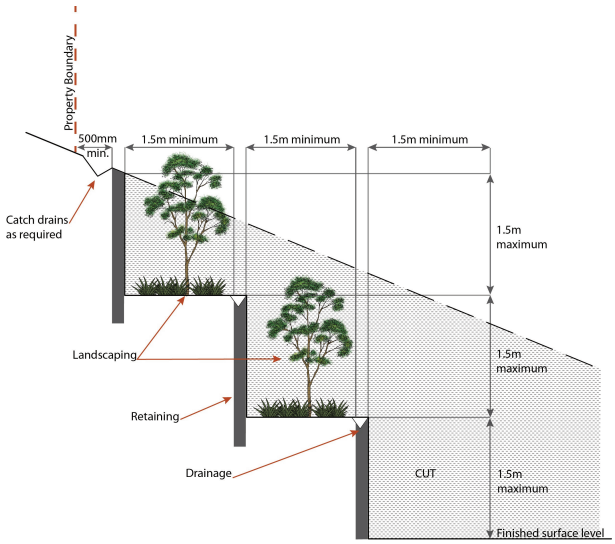
PO42 Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the Council or other person engaged in the provision of public utility services is to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO43 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E43.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E43.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E43.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E43.4 All filling or excavation is contained within the site and is free draining.
	E43.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E43.6 The site is prepared and the fill placed on-site in accordance with AS3798.

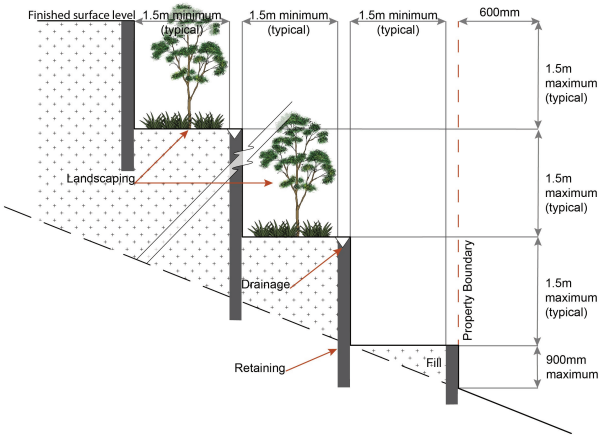
	Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E43.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO44 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E44** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO45 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	**E45.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act. **E45.2** Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes.

	Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO46 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO47 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO48 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E48** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary; 

c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary;

d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or

ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or

iii. material change of use for a Tourist park[84] with accommodation in the form of caravans or tents; or

iv. material change of use for outdoor sales[54], outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or

ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO49 Development incorporates a fire fighting system that: a. satisfies the reasonable needs of the fire fighting entity for the area; b. is appropriate for the size, shape and topography of the development and its surrounds; c. is compatible with the operational equipment available to the fire fighting entity for the area; d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another; e. considers the fire hazard inherent in the surrounds to the development site; f. is maintained in effective operating order. Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.	**E49.1** External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable: a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks[84] or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. for outdoor sales[54], processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales[54], outdoor processing and outdoor storage facilities; d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.
	E49.2

	A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m; c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E49.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO50 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E50** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form;

	b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
PO51 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E51** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO52 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E52.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E52.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO53 Infrastructure does not have an impact on pedestrian health and safety.	**E53** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure;

	b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO54 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E54** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Retail and commercial uses	
PO55 Retail and commercial activities are provided only where of a small scale, forming an ancillary function and serving the immediate needs of the working population.	**E55** Retail and commercial uses within the teaching and learning sub-precinct consists of no more than: a. 1 small format supermarket with a maximum gfa of 500m^2; b. 10 small format retail or commercial tenancies with a maximum gfa of 100m^2 each.
PO56 Retail and food and drink outlets**(28)** are located on lots or tenancies adjacent to a street frontage, civic spaces, public open space, main street boulevard or pedestrian thoroughfare.	No example provided.
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities **(81)**must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO57 Telecommunications facilities**(81)** are co-located with existing telecommunications facilities**(81)**, Utility installation**(86)**, Major electricity infrastructure**(43)** or Substation**(80)** if there is already a facility in the same coverage area.	**E57.1** New telecommunication facilities**(81)** are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E57.2

	If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO58 A new Telecommunications facility[81] is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E58** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO59 Telecommunications facilities[81] do not conflict with lawful existing land uses both on and adjoining the site.	**E59** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO60 The Telecommunications facility[81] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E60.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E60.2 In all other areas towers do not exceed 35m in height.
	E60.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E60.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E60.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.

	E60.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO61 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E61** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO62 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E62** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO63	**E63**

Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO64 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO65 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO66	No example provided.

Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	
PO67 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.
PO68 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO69 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E69** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.

PO70 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E70** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO71 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E71.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E71.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO72 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO73 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that:	**E73** 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.

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.	
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO74 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E74** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.

7.2.3.2.4 Residential north sub-precinct

7.2.3.2.4.1 Purpose - Residential north sub-precinct

1. The purpose of the Residential north sub-precinct will be achieved through the following overall outcomes:

    a. Development in the Residential north sub-precinct will comprise a high density and high quality neighbourhood that will achieve a minimum net density of 60 dwellings per ha.

    b. Residential development will be supported by small scale convenience retail and commercial activities within the sub-precinct.

    c. The neighbourhood will have a mix of residential uses (e.g. medium-high rise apartments, plexes and row/terrace) and tenures, providing housing choice and affordability.

    d. Residential activities must:

        i. where part of a mixed use multi-storey building, with active retail and commercial uses at the ground floor where adjoining the main street boulevard, residential activities are to be located above the non-residential uses with a separate residential access or with frontage to a secondary street;

        ii. be designed, sited and constructed to:

            A. provide small building setbacks to the street;

            B. contribute to an attractive streetscape with priority given to pedestrians;

            C. encourage passive surveillance of public spaces;

            D. result in privacy and residential amenity consistent with a medium to high density residential character;

            E. orientate to integrate with the street and surrounding neighbourhood;

            F. provide a diverse and attractive built form where buildings are located closer to the street and encourage active frontages;

            G. provide an attractive streetscape with street trees for shade and hard footpaths for walking;

            H. incorporate sub-tropical urban design principles that respond to local climatic conditions;

            I. incorporate sustainable practices including maximising energy efficiency and water conservation;

            J. be of a scale and density consistent with the medium to high density residential character of the area (e.g. 3-5 storey buildings).

    e. Home based business can only be established where the scale and intensity of the activity does not detrimentally impact upon the character and amenity associated with the surrounding area. Specifically, Home based business does not include the sale or restoration of more than 4 vehicles in any calendar year or, undertake a mechanical repairs or panel beating activity associated with a business at the subject premises.

    f. Retail and commercial activities must:

i. be small scale and provide convenience, speciality services that are ancillary in function to residential activities in the sub-precinct;

ii. be located within the precinct on the main street boulevard, at street level with active frontages to the main street which connects this sub-precinct to the Civic space sub-precinct and the Centre core sub-precinct;

iii. be located on the ground floor and lower levels of multi-storey buildings, to promote activity, enable casual surveillance and economic exchange.

g. General works associated with the development achieves the following:

i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);
ii. the development manages stormwater to:

A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
B. prevent stormwater contamination and the release of pollutants;
C. maintain or improve the structure and condition of drainage lines and riparian areas;
D. avoid off-site adverse impacts from stormwater.

iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

h. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

i. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

j. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

k. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

l. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

m. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

n. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

o. Development constraints:

i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

A. adopting a ‘least risk, least impact’ approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;

B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
D. ensuring effective and efficient disaster management response and recovery capabilities;
E. for overland flow path;

I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

p. Development in the Residential north sub-precinct is for one or more of the uses identified below:

• Food and drink outlet(28) - if part of a mixed use building	• Home based business(35) • Multiple dwellingCould not findID-2693465-5213 • Residential care facility(65) • Retirement facility(67) • Rooming accommodation(69)	• Shop(75) - if part of a mixed use building • Short-term accommodation(77)

p. Development in the Residential north sub-precinct does not include one or more of the following uses:

• Adult store(1) • Agricultural supplies store(2) • Air services(3) • Animal husbandry(4) • Animal keeping(5) • Aquaculture(6) • Cemetery(12)	• Emergency services(25) • Extractive industry(27) • Health care services(33) • Hardware and trade supplies(32) • High impact industry(34) • Hotel(37)	• Office(53) • Permanent plantation(59) • Place of worship(60) • Port services(61) • Renewable energy facility(63) • Research and technology industry(64)

• Child care centre[13] • Club[14] • Community care centre[15] • Community residence[15] • Community use[17] • Crematorium[18] • Cropping[19] • Detention facility[20] • Dual OccupancyCould not findID-2693465-5148 • Dwelling houseCould not findID-2693465-5150 • Educational establishment[24]	• Intensive animal industry[39] • Intensive horticulture[40] • Low impact industry[42] • Marine industry[45] • Medium impact industry[47] • Motor sport facility[48] • Nature-based tourism[50] • Nightclub entertainment facility[51] • Non-resident workforce accommodation[52]	• Rural industry[70] • Service industry[73] • Service Station - if standalone use[74] • Special industry[79] • Tourist attraction[83] • Tourist park[84] • Transport depot[85] • Veterinary services[87] • Warehouse[88] • Wholesale nursery[89] • Winery[90]

q. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the zone.

7.2.3.2.4.2 Requirements for assessment

Part G - Criteria for assessable development - Residential north sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part G, Table 7.2.3.2.4.1, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.2.4.1 Assessable development - Residential north sub-precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Density	
PO1 The creation of dwellings in the Residential north sub-precinct results in a high residential density of at least 45 dwellings per hectare (site density).	No example provided.
Efficient use of land	

PO2 Development maximises the efficient use of land through appropriate built form and land use intensity and does not constitute underdevelopment given the site's proximity to services and public transport aspects.	No example provided.
Residential uses	
PO3 Dual occupanciesCould not findID-2693465-5148 and low density residential uses are not located in this precinct.	No example provided.
Building height (Residential uses)	
PO4 Buildings and structures have a height that: a. is of a bulk and scale that is consistent with the medium to high rise character of the Residential north sub-precinct; Note - There are circumstances where the Residential north sub-precinct is intended to have a low rise character. These circumstances are identified as having a maximum building height less than 21m on Overlay map - Building heights. Alternatives are to be considered in relation to the intended low rise character for that specific area. b. responds to the topographic features of the site, including slope and orientation; c. is not visually dominant or overbearing with respect to the streetscape, street conditions (e.g. street width) or adjoining properties; d. positively contributes to the intended built form of the surrounding area; Note - To demonstrate compliance with the above a visual impact assessment may be required in accordance with Planning scheme policy - Residential design. Visual impact assessments will require the consideration of all built form matters (e.g. height, setbacks, site cover, building bulk and mass, articulation, roof form and other design aspects) from a variety of perspectives to ascertain if the proposal will result in a positive contribution. e. responds to the height of development on adjoining land where contained within another precinct or zone.	**E4** Building height does not exceed: a. that mapped on Overlay map – Building heights; or b. for domestic outbuildings, including free standing carports and garages, 4m and a mean height not exceeding 3.5m.

Note - Refer to Planning scheme policy - Residential design for details and examples.	
Building height (Non-residential uses)	
PO5 The height of non-residential buildings does not adversely affect amenity of the area or of adjoining properties and positively contributes to the intended built form of the surrounding area. Note - To demonstrate compliance with the above a visual impact assessment may be required in accordance with Planning scheme policy - Residential design. Visual impact assessments will require the consideration of all built form matters (e.g. height, setbacks, site cover, building bulk and mass, articulation, roof form and other design aspects) from a variety of perspectives to ascertain if the proposal will result in a positive contribution.	**E5** Building heights accord with the minimums and maximums mapped on the Neighbourhood development plan map - Building heights except for architectural features associated with religious expression on Place of worship(60) and Educational establishment(24) buildings.
Setbacks (Residential uses)	
PO6 Residential buildings and structures are setback to: a. be consistent with medium to high density Residential north sub-precinct character where buildings are positioned close to the footpath to create active frontages; b. result in development not being visually dominant or overbearing with respect to the streetscape and the adjoining sites; c. maintain private open space areas that are of a size and dimension to be usable and functional; d. maintain the privacy of adjoining properties; e. ensure parked vehicles do not restrict pedestrian and traffic movement and safety; f. limit the length, height and openings of boundary walls to maximise privacy and amenity on adjoining properties; g. ensure built to boundary walls do not create unusable or inaccessible spaces and do not negatively impact the streetscape character, amenity or functionality of adjoining properties; h. provide adequate separation to particular infrastructure and water bodies to minimise adverse impacts on people, property, water quality and infrastructure.	**E6.1** Setbacks (excluding built to boundary walls) comply with Table 7.2.3.2.4.2 - Setback (Residential uses). **E6.2** Buildings (excluding class 10 buildings and structures) ensure that built to boundary walls are: a. only established on lots having a primary frontage of 18m or less and where permitted in Table 7.2.3.2.4.3; b. of a length and height not exceeding that specified in Table 7.2.3.2.4.3; c. setback from the side boundary: i. if a plan of development provides for only one built to boundary wall on the boundary, not more than 200mm; or ii. if a built to boundary wall may be built on each side of the same boundary, not more than 20mm; d. on the low side of a sloping lot. Editor's note - Lots containing built to boundary walls should also include an appropriate easement to facilitate the maintenance of any wall within 600mm of a boundary. For

<table>
<tr><td>Note - Refer to Planning scheme policy - Residential design for details and examples.</td><td>boundaries with built to boundary walls on adjacent lots a 'High Density Development Easement' is recommended; or for all other built to boundary walls and 'easement for maintenance purposes' is recommended.</td></tr>
<tr><td colspan="2">Setbacks (Non-residential uses)</td></tr>
<tr><td rowspan="2">PO7

Front setbacks ensure buildings address and actively interface with streets and public spaces.</td><td>E7.1

For the primary street frontage buildings are constructed:

a. to the property boundary; or

b. setback a maximum of 3m from the property boundary, where for the purpose of outdoor dining.</td></tr>
<tr><td>E7.2

For the secondary frontage, setbacks are consistent with an adjoining building.</td></tr>
<tr><td>PO8

Side and rear setbacks cater for driveway(s), services, utilities and buffers required to protect the amenity of adjoining sensitive land uses and the development will not be visually dominant or overbearing with respect to adjoining properties.</td><td>No example provided.</td></tr>
<tr><td colspan="2">Site cover (Residential uses)</td></tr>
<tr><td>PO9

Residential buildings and structures will ensure that site cover:

a. does not result in a site density that is inconsistent with the character of the area;

b. does not result in an over development of the site;

c. does not result in other elements of the site being compromised (e.g. Setbacks, open space etc);

d. ensures that buildings and structures reflect the attached medium to high density urban character.</td><td>E9

Site cover (excluding eaves, sun shading devices, patios, balconies and other unenclosed structures) does not exceed the specified in the table below.

<table>
<tr><th rowspan="2">Building height</th><th colspan="6">Lot Size</th></tr>
<tr><th>300m^2 or less</th><th>301-400m^2</th><th>401-500m^2</th><th>501-1000m^2</th><th>1001-2500m^2</th><th>Greater than 2501m^2</th></tr>
<tr><td>Less than 8.5m</td><td>N/A</td><td>N/A</td><td>N/A</td><td>60%</td><td>60%</td><td>60%</td></tr>
<tr><td>>8.5m to 12.0m</td><td>N/A</td><td>N/A</td><td>N/A</td><td>50%</td><td>50%</td><td>50%</td></tr>
<tr><td>>12.0m to 21m</td><td>N/A</td><td>N/A</td><td>N/A</td><td>50%</td><td>40%</td><td>40%</td></tr>
<tr><td>>21m to 27m</td><td>N/A</td><td>N/A</td><td>N/A</td><td>N/A</td><td>35%</td><td>35%</td></tr>
</table>
</td></tr>
</table>

Note - Refer to Planning scheme policy - Residential design for details and examples.	Greater than 27m N/A N/A N/A N/A 25% 25% Note - Refer to Planning scheme policy - Residential design for details and examples.
Movement network	
PO10 Development is designed to connect to and form part of the surrounding neighbourhood by providing interconnected street, pedestrian and cyclist pathways to adjoining development, sub-precincts (e.g. Civic space sub-precinct and Mixed business sub-precinct), public transport nodes and open space.	No example provided.
Water sensitive urban design	
PO11 Best practice Water Sensitive Urban Design (WSUD) is incorporated within development sites adjoining street frontages to mitigate impacts of stormwater run-off in accordance with Planning scheme policy - Integrated design.	No example provided.
Sensitive land use separation	
PO12 Sensitive land uses within 250m of land in the General industry sub-precinct must mitigate any potential exposure to industrial air, noise or odour emissions that impact on human health, amenity and wellbeing. 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.	**E12** Development is designed and operated to ensure that: a. it meets the criteria outlined in the Planning Scheme Policy - Noise; and b. the air quality objectives in the *Environmental Protection (Air) Policy 2008*, are met.
Amenity	
PO13 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, noise, light, chemicals and other environmental nuisances.	No example provided.
Noise	
PO14	No example provided.

Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	
PO15 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E15.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E15.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO16	No example provided.

All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	
Access	
PO17 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	No example provided.
PO18 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO19 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E19.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets). **E19.2**

	The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E19.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E19.4 The development layout allows forward vehicular access to and from the site.
PO20 Safe access facilities are provided for all vehicles required to access the site.	**E20.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E20.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and

	d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E20.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E20.4 The driveway construction across the verge conforms to the relevant standard drawing for the classification of the road in accordance with Planning scheme policy - Integrated design.
	E20.5 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO21 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E21** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO22 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E22.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E22.2

	Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO23 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	No example provided.
PO24 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development.	**E24.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date

Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E24.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E24.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO25 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards.	**E25** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or

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.	ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres; d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.
PO26	**E26**

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

Situation	Minimum construction
Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard.	Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.

Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).

Note - Alignment within road reserves is to be agreed with Council.

Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

Stormwater

PO27 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E27.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E27.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E27.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM. Note - Development is to provide inter-allotment – QUDM level III drainage, including bunds, to all lots that have a gradient less than 1 in 100 (for the whole of the allotment) to the road. The inter-allotment drainage system (including easements) is provided in accordance with Planning scheme policy - Integrated design (Appendix C).
PO28 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E28.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E28.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E28.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E28.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.

PO29 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E29** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO30 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO31 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO32 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in:	No example provided.

<table>
<tr>
<td>i. 6 or more dwellings; or

ii. an impervious area greater than 25% of the net developable area,

stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td>
<td></td>
</tr>
<tr>
<td>PO33

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td>
<td>E33

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr>
</table>

Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td>
</tr>
<tr>
<td>PO34</td>
<td>No example provided.</td>
</tr>
</table>

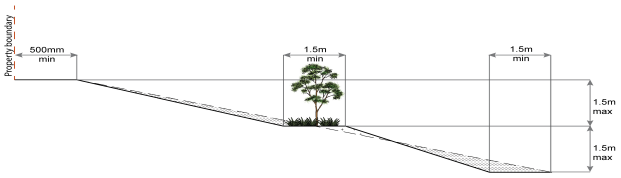
Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.	
PO35 Council is provided with accurate representations of the completed stormwater management works within residential developments.	**E35** "As Built" drawings and specifications of the stormwater management devices certified by an RPEQ is provided. Note - Documentation is to include: a. photographic evidence and inspection date of the installation of approved underdrainage; b. copy of the bioretention filter media delivery dockets/quality certificates confirming the materials comply with specifications in the approved Stormwater Management Plan; c. date of the final inspection.
Site works and construction management	
PO36 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO37 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E37.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions;

	d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E37.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E37.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E37.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO38 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and:	**E38.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
	E38.2 All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads.

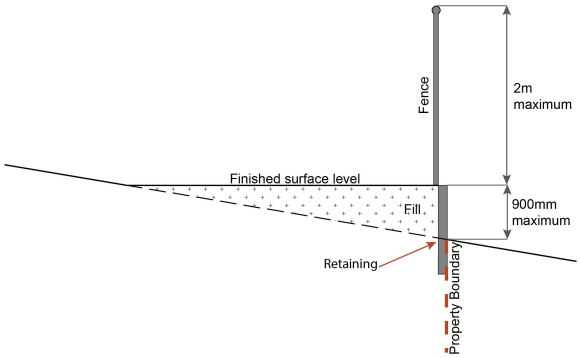
a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	**E38.3** Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E38.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E38.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads. **E38.6** Access to the development site is obtained via an existing lawful access point.
PO39 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E39** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO40 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction.	**E40** At completion of construction all disturbed areas of the site are to be:

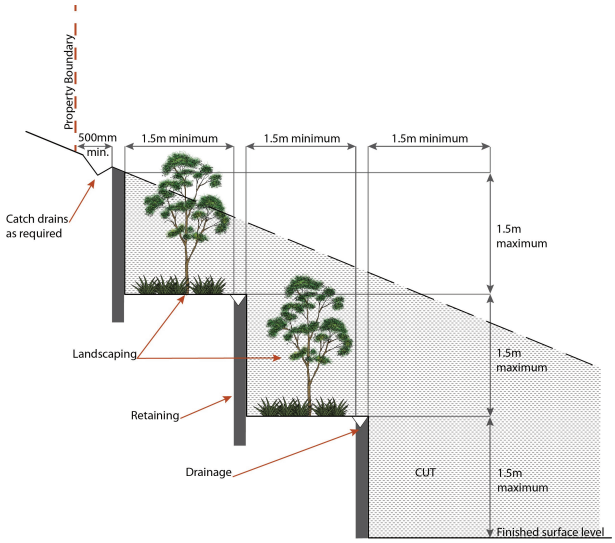
Note - Refer to Planning scheme policy - Integrated design for details and examples.	a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO41 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E41** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO42 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E42.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E42.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO43 All development works are carried out at times which minimise noise impacts to residents.	**E43** All development works are carried out within the following times:

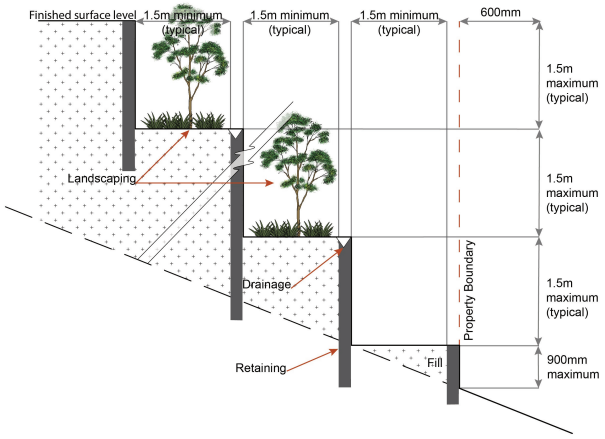
	a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO44 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO45 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E45.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E45.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E45.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E45.4 All filling or excavation is contained within the site and is free draining.
	E45.5 All fill placed on-site is:

	a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E45.6 The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E45.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO46 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E46** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO47 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes.	**E47.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
	E47.2 Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm;

Note - Public sector entity is defined in Schedule 2 of the Act.	b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO48 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO49 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO50 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E50** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or

	b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO51 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E51** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO52 Development incorporates a fire fighting system that: a. satisfies the reasonable needs of the fire fighting entity for the area; b. is appropriate for the size, shape and topography of the development and its surrounds; c. is compatible with the operational equipment available to the fire fighting entity for the area; d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another; e. considers the fire hazard inherent in the surrounds to the development site; f. is maintained in effective operating order. Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.	**E52.1** External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable: a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities; d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.
	E52.2 A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E52.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO53 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E53** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.

PO54 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E54** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Home based business(35)	
PO55 The scale and intensity of the Home based business(35): a. is compatible with the physical characteristics of the site and the character of the local area; b. is able to accommodate anticipated car parking demand without negatively impacting the streetscape; c. does not adversely impact on the amenity of the adjoining and nearby premises; d. remains ancillary to the residential use of the dwelling; e. does not create conditions which cause hazards or nuisances to neighbours or other persons not associated with the activity; f. ensures employees and visitors to the site do not negatively impact the expected amenity of adjoining properties; g. ensures service and delivery vehicles do not negatively impact the amenity of the area.	No example provided.
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO56 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction;	**E56.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment:

b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E56.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO57 Infrastructure does not have an impact on pedestrian health and safety.	**E57** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO58 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E58** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Sales office(72)	
PO59 The Sales office(72) is designed to: a. provide functional and safe access, manoeuvring areas and car parking spaces for the number and type of vehicles anticipated to access the site; b. complement the streetscape character while maintaining surveillance between buildings and public spaces; c. be temporary in nature.	No example provided.

Note - Refer to Planning scheme policy - Residential design for access and crossover requirements.	
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO60 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E60.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E60.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO61 A new Telecommunications facility(81) is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E61** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO62 Telecommunications facilities(81) do not conflict with lawful existing land uses both on and adjoining the site.	**E62** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO63 The Telecommunications facility(81) does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line;	**E63.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E63.2 In all other areas towers do not exceed 35m in height.

e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E63.3** Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E63.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E63.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E63.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO64 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E64** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO65 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E65** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.

Retail and commercial activities	
PO66 Retail and commercial activities do not establish in this precinct unless adjoining: a. the main street boulevard (West street) or b. the transit stop.	No example provided.
PO67 Retail and commercial uses within the sub-precinct are of a small scale and are subordinate to the residential activities within the Residential north sub-precinct (approximate ratio 80% residential 20% retail or commercial)	**E58** Retail and commercial uses have a maximum GFA of 100m^2 each.
PO68 Non-residential uses address and activate streets and public spaces by: a. ensuring buildings and individual tenancies address street frontage(s), civic space and other areas of pedestrian movement; b. new buildings adjoin or are within 3m of the primary street frontage(s), civic space or public open space; c. locating car parking areas behind or under buildings to not dominate the street environment; d. establishing and maintaining interaction, pedestrian activity and casual surveillance through appropriate land uses and building design (e.g. the use of windows or glazing and avoiding blank walls with the use of sleeving); e. providing visual interest to the façade (e.g. windows or glazing, variation in colour, materials, finishes, articulation, recesses or projections); f. establishing and maintaining human scale.	No example provided.
PO69 All buildings exhibit a high standard of design and construction, which:	No example provided.

a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, cantilevered awning); b. enables differentiation between buildings; c. contributes to a safe environment; d. incorporates architectural features within the building facade at the street level to create human scale (e.g. cantilevered awning); e. includes building entrances that are readily identifiable from the road frontage; f. locate and orientate to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites; g. incorporate appropriate acoustic treatments, having regard to any adjoining residential uses; h. facilitate casual surveillance of all public spaces.	
PO70 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between the street frontage and the entrance to the building; b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. is consolidated and shared with adjoining sites wherever possible.	No example provided.
PO71 The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas through providing pedestrian paths in car parking areas that are: a. located along the most direct route between building entrances, car parks and adjoining uses;	No example provided.

b. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc); c. are of a width to allow safe and efficient access for prams and wheelchairs.	
PO72 The number of car parking spaces is managed to: a. avoid significant impacts on the safety and efficiency of the road network; b. avoid an oversupply of car parking spaces; c. avoid the visual impact of large areas of open car parking from road frontages and public areas; d. promote active and public transport options; e. promote innovative solutions, including on-street parking and shared parking areas. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E72.1** Car parking is provided in accordance with table 7.2.3.2.4.4. Note - The above rates exclude car parking spaces for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards. **E72.2** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.
PO73 a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include: i. adequate bicycle parking and storage facilities; and ii. adequate provision for securing belongings; and iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors. b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to: i. the projected population growth and forward planning for road upgrading and development of cycle paths; or	**E73.1** Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number). **Use** / **Minimum Bicycle Parking** Residential uses comprised of dwellings / Minimum 1 space per dwelling All other residential uses / Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking Non-residential uses / Minimum 1 space per 200m2 of GFA Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council. **E73.2**

ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or

iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters.

Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc.

Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.

Bicycle parking is:

a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*;

b. protected from the weather by its location or a dedicated roof structure;

c. located within the building or in a dedicated, secure structure for residents and staff;

d. adjacent to building entrances or in public areas for customers and visitors.

Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3.

Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E73.3

For non-residential uses, storage lockers:

a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number);

b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E73.4

For non-residential uses, changing rooms:

a. are provided at a rate of 1 per 10 bicycle parking spaces;
b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head.

Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1).

d. are provided with:

i. a mirror located above each wash basin;
ii. a hook and bench seating within each shower compartment;
iii. a socket-outlet located adjacent to each wash basin.

Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of

	trip facilities in the Queensland Development Code and the additional facilities required by Council.
PO74 Loading and servicing areas: a. are not visible from the street frontage; b. are integrated into the design of the building; c. include screening and buffers to reduce negative impacts on adjoining sensitive land uses; d. where possible loading and servicing areas are consolidated and shared with adjoining sites.	No example provided.
PO75 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E75** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
PO76 On-site landscaping is provided, that: a. is incorporated into the design of the development; b. reduces the dominance of car parking and servicing areas from the street frontage; c. retains mature trees wherever possible; d. does not create safety or security issues by creating potential concealment areas or interfering with sight lines; e. maintains the achievement of active frontages and sight lines for casual surveillance. Note - All landscaping is to accord with Planning scheme policy - Integrated design.	No example provided.
PO77 Surveillance and overlooking are maintained between the road frontage and the main building line.	**E77** No fencing is provided forward of the building line.
PO78	No example provided.

Lighting is designed to provide adequate levels of illumination to public and communal spaces to maximise safety and minimise adverse impacts on residential and other sensitive land uses.	
PO79 The hours of operation minimise adverse amenity impacts on adjoining sensitive land uses.	No example provided.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO80 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E80** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.

PO81 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO82 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO83 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO84 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property.	No example provided.

Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	
PO85 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO86 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E86** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO87 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E87** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO88 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.	**E88.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E88.2**

Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO89 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO90 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E90** 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.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO91 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields;	**E91** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.

b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	

Table 7.2.3.2.4.2 Setbacks

Residential uses										
Height of wall	**Frontage primary**			**Frontage secondary to street**			**Frontage secondary to lane**	**Side non-built to boundary wall To OMP and wall**	**Rear To OMP and wall**	**Trafficable water body To OMP and wall**
	To wall	**To OMP**	**To covered car parking space***	**To wall**	**To OMP**	**To covered car parking space***	**To OMP and wall**			
Less than 4.5m	Min 1m	Min 1m	Min 5.4m	Min 1m	Min 1m	Min 5.4m	Min 0.5m	Min 1.5m	Min 1.5m	Min 4.5m
4.5 to 8.5m	Min 1m	Min 1m	N/A	Min 1m	Min 1m	N/A	Min 0.5m	Min 2m	Min 2m	Min 4.5m
Greater than 8.5m	Min 5m	Min 3m	N/A	Min 2m	Min 1m	N/A	Min 0.5m	Min 2m up to 8.5m in height; plus 0.5m for every 3m in height (or storey) or part thereof over 8.5m	Min 5m	Min 4.5m
Note - * Does not apply to basement car parking areas										

Table 7.2.3.2.4.3 Built to boundary walls (Residential uses)

Lot frontage width	**Mandatory / Optional**	**Length and height of built to boundary wall**
		Urban neighbourhood precinct
Less than 7.5m	Mandatory - both sides unless a corner lot	Max Length: 80% of the length of the boundary Max Height: 8.5m
7.5m to 12.5m	Mandatory - one side	Max Length: 70% of the length of the boundary Max Height: 10.5m

Greater than 12.5m to 18m	Optional: i. on 1 boundary only; ii. where the built to boundary wall adjoins a lot with a frontage less than 18m.	Max Length: the lesser of 15m or 60% of the length of the boundary Max Height: 10.5m
Greater than 18m	Not permitted.	

Table 7.2.3.2.4.4 Car parking spaces

Site proximity	Land use	Maximum number of car spaces to be provided	Minimum number of car Spaces to be provided
Within 800m walking distance of a higher order centre	Non-residential	1 per 30m^2 GFA	1 per 50m^2 GFA
	Residential – permanent/long term	N/A	1 per dwelling*
	Residential – serviced/short term	3 per 4 dwellings* + staff spaces	1 per 5 dwellings* + staff spaces
Other (Wider catchment)	Non-residential	1 per 20m^2 GFA	1 per 30m^2 GFA
	Residential – permanent/long term	N/A	1 per dwelling*
	Residential – serviced/short term	1 per dwelling* + staff spaces	1 per 5 dwellings* + staff spaces

Note - Car parking rates are to be rounded up to the nearest whole number.

Note -* Where Dwellings are not being established (e.g. beds and communal area) the car parking rate specified above is to be provided per Non-residential GFA.

Note - Allocation of car parking spaces to dwellings is at the discretion of the developer.

Note - Residential - Permanent/long term includes: Multiple dwellingCould not findID-2693465-5213, Relocatable home park**(62)**, Residential care facility**(65)**, Retirement facility**(67)**.

Note - Residential - Serviced/short term includes: Rooming accommodation**(69)** or Short-term accommodation**(77)**.

7.2.3.2.5 Residential south sub-precinct

7.2.3.2.5.1 Purpose - Residential south sub-precinct

1. The purpose of the Residential south sub-precinct will be achieved through the following overall outcomes:

    a. The Residential south sub-precinct will comprise a medium to high density neighbourhood that will achieve a minimum net density of 30 dwellings per ha, supporting the retail and commercial activities within the town centre precinct.

    b. Residential development will be supported by small scale convenience retail and commercial activities within the sub-precinct.

    c. The Residential south neighbourhood will have a mix of residential uses (e.g. low-medium rise walk up apartments, plexes, row/terrace housing etc), tenure and densities on a variety of lot sizes providing housing choice and affordability for different lifestyle choices and life stages to meet diverse community needs.

    d. Residential activities are designed, sited and constructed to:

        i. provide small building setbacks to the street;

        ii. contribute to an attractive streetscape with priority given to pedestrians;

        iii. encourage passive surveillance of public spaces;

        iv. result in privacy and residential amenity consistent with the medium to high density residential character of the area;

        v. orientate to integrate with the street and surrounding neighbourhood;

        vi. provide a diverse and attractive built form where buildings are located closer to the street and encourage active frontages;

        vii. provide an attractive streetscape with street trees for shade and hard footpaths for walking;

        viii. incorporate sub-tropical urban design principles that respond to local climatic conditions;

        ix. incorporate sustainable practices including maximising energy efficiency and water conservation;

        x. incorporate natural features and respond to site topography;

        xi. be of a scale and density consistent with the medium to high density residential character of the area;

        xii. locate car parking so as not to dominate the street;

        xiii. cater for appropriate car parking and manoeuvring areas on-site;

        xiv. provide urban services such as reticulated water, sewerage, sealed roads, parks and other identified infrastructure.

    e. Home based business can only be established where the scale and intensity of the activity does not detrimentally impact upon the character and amenity associated with the surrounding area. Specifically, Home based business does not include the sale or restoration of more than 4 vehicles in any calendar year or, undertake a mechanical repairs or panel beating activity associated with a business at the subject premises.

f. Retail and commercial activities must:

   i. be small scale and provide convenience, speciality services that are ancillary function to residential activities in the sub-precinct;

   ii. be located within the precinct on or at the intersection of the major street network,

   iii. where part of a mixed use development be at street level with active frontages to the major streets;

   iv. be appropriately designed and located to include active frontages;

   v. not negatively impact adjoining residents or the streetscape;

   vi. the design, siting and construction of non-residential uses:

      A. maintains a human scale, through appropriate building heights and form;

      B. provides attractive, active frontages that maximise pedestrian activity along road frontages, movement corridors and public spaces;

      C. provides for active and passive surveillance of road frontages, movement corridors and public spaces;

      D. promotes active transport options and ensures an oversupply of car parking is not provided.

g. General works associated with the development achieves the following:

   i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);

   ii. the development manages stormwater to:

      A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
      B. prevent stormwater contamination and the release of pollutants;
      C. maintain or improve the structure and condition of drainage lines and riparian areas;
      D. avoid off-site adverse impacts from stormwater.

   iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

h. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

i. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

j. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

k. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

l. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

m. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

n. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

o. Development constraints:

i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

A. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
D. ensuring effective and efficient disaster management response and recovery capabilities;
E. for overland flow path;

I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

p. Development in the Residential south sub-precinct is for one or more of the uses identified below:

• Community residence(16) • Dual occupancyCould not findID-2693465-5148 • Dwelling houseCould not findID-2693465-5150 • Home based business(35) • Multiple dwellingCould not findID-2693465-5213 • Relocatable home park(62) - if within 800m walking distance of a higher order or district centre	• Residential care facility(65)- if within 800m walking distance of a transit stop • Retirement facility(67) - if within 800m walking distance of a transit stop • Rooming accommodation(69)- if within 800m walking distance of a transit stop	• Sales office(72) • Shop(75) - if for a corner store • Short-term accommodation(77)- if within 800m walking distance of a transit stop

q. Development in the Residential south sub-precinct does not include one or more of the following uses:

- Adult store(1)
- Agricultural supplies store(2)
- Air services(3)
- Animal husbandry(4)
- Animal keeping(5)
- Aquaculture(6)
- Bar(7)
- Brothel(8)
- Cemetery(12)
- Child care centre(13)
- Club(14)
- Community care centre(15)
- Community use(17)
- Crematorium(18)
- Cropping(19)
- Detention facility(20)
- Educational establishment(24)
- Extractive industry(27)
- Emergency services(25)
- Food and drink outlet(28)
- Hardware and trade supplies(32)
- Health care services(33)
- High impact industry(34)
- Intensive animal industry(39)
- Intensive horticulture(40)
- Low impact industry(42)
- Marine industry(45)
- Medium impact industry(47)
- Motor sport facility(48)
- Nature-based tourism(50)
- Nightclub entertainment facility(51)
- Non-resident workforce accommodation(52)
- Office(53)
- Outdoor sales(54)
- Permanent plantation(59)
- Place of worship(60)
- Port services(61)
- Renewable energy facility(63)
- Research and technology industry(64)
- Rural industry(70)
- Rural workers accommodation(71)
- Service Industry(73)
- Service Station(74) - if standalone use
- Shop(75) - if not for a corner store
- Shopping centre(76)
- Showroom(78)
- Special industry(79)
- Theatre(82)
- Tourist attraction(83)
- Transport depot(85)
- Veterinary services(87)
- Warehouse(88)
- Wholesale nursery(89)
- Winery(90)

r. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the zone.

7.2.3.2.5.2 Requirements for assessment

Part H — Criteria for assessable development - Residential south sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part H, Table 7.2.3.2.5.1, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.2.5.1 Assessable development - Residential south sub-precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Density	
PO1 The creation of dwellings in the Residential south sub-precinct results in a medium to high residential density of at least 45 dwellings her hectare (site density).	No example provided.
Efficient use of land	
PO2 Development maximises the efficient use of land through appropriate built form and land use intensity and does not constitute underdevelopment given the sites proximity to services and public transport aspects.	No example provided.
Residential uses	
PO3 Residential uses are appropriately located within the precinct having regard to: a. the housing diversity and mix sought within the precinct; b. the proximity to existing centres, neighbourhood hubs, public open space and train stations; c. the lot frontage; d. the order of road and street type. Note - Refer to Planning scheme policy - Residential design for details and examples.	**E3.1** Residential uses adjoining Bellmere road consist of 2-3 storey town houses that face Bellmere road and gain vehicle access from the rear. **E3.2** Residential uses south of those adjoining Bellmere road comprise a mix of built forms and tenures.

Building height (Residential uses)	
PO4 Buildings and structures have a height that: a. is of a bulk and scale that is consistent with the low to medium rise character of the Residential south sub-precinct; Note - There are circumstances where the Residential south sub-precinct is intended to have a low rise character. These circumstances are identified as having a maximum building height less than 21m on Overlay map - Building heights. Alternatives are to be considered in relation to the intended low rise character for that specific area. b. responds to the topographic features of the site, including slope and orientation; c. is not visually dominant or overbearing with respect to the streetscape, street conditions (e.g. street width) or adjoining properties; d. positively contributes to the intended built form of the surrounding area; Note - To demonstrate compliance with the above a visual impact assessment may be required in accordance with Planning scheme policy - Residential design. Visual impact assessments will require the consideration of all built form matters (e.g. height, setbacks, site cover, building bulk and mass, articulation, roof form and other design aspects) from a variety of perspectives to ascertain if the proposal will result in a positive contribution. e. responds to the height of development on adjoining land where contained within another precinct or zone. Note - Refer to Planning scheme policy - Residential design for details and examples.	**E4** Building height does not exceed: a. that mapped on Overlay map – Building heights; or b. for domestic outbuildings, including free standing carports and garages, 4m and a mean height not exceeding 3.5m.
Building height (Non-residential uses)	
PO5 The height of non-residential buildings does not adversely affect amenity of the area or of adjoining properties and positively contributes to the intended built form of the surrounding area. Note - To demonstrate compliance with the above a visual impact assessment may be required in accordance with Planning scheme policy - Residential design. Visual impact assessments will require the consideration of all built form matters (e.g. height,	**E5** Building heights do not exceed that mapped on Neighbourhood development plan map - Building heights except for architectural features associated with religious expression on Place of worship[(60)] and Educational establishment[(24)] buildings.

setbacks, site cover, building bulk and mass, articulation, roof form and other design aspects) from a variety of perspectives to ascertain if the proposal will result in a positive contribution.	
Setbacks (Residential uses)	
PO6 Residential buildings and structures are setback to: a. be consistent with the low to medium density next generation neighbourhood character intended for the area, where buildings are positioned closer to the footpath to create more active frontages and maximise private open space at the rear; b. result in development not being visually dominant or overbearing with respect to the streetscape and the adjoining sites; c. maintain private open space areas that are of a size and dimension to be usable and functional; d. maintain the privacy of adjoining properties; e. ensure parked vehicles do not restrict pedestrian and traffic movement and safety; f. limit the length, height and openings of boundary walls to maximise privacy and amenity on adjoining properties; g. provide adequate separation to particular infrastructure and waterbodies to minimise adverse impacts on people, property, water quality and infrastructure; h. ensure built to boundary walls do not create unusable or inaccessible spaces and do not negatively impact the streetscape character, amenity or functionality of adjoining properties. Note - Refer to Planning scheme policy - Residential design for details and examples.	**E6.1** Setbacks (excluding built to boundary walls) comply with Table 7.2.3.2.5.2 - Setback (Residential uses). **E6.2** Buildings (excluding class 10 buildings and structures) ensure that built to boundary walls are: a. only established on lots having a primary frontage of 18m or less and where permitted in Table 7.2.3.2.5.3; b. of a length and height not exceeding that specified in Table 7.2.3.2.5.3; c. setback from the side boundary: i. if a plan of development provides for only one built to boundary wall on the one boundary, not more than 200mm; or ii. if a built to boundary wall may be built on each side of the same boundary, not more than 20mm; d. on the low side of a sloping lot. Editor's note - Lots containing built to boundary walls should also include an appropriate easement to facilitate the maintenance of any wall within 600mm of a boundary. For boundaries with built to boundary walls on adjacent lots a 'High Density Development Easement' is recommended; or for all other built to boundary walls and 'easement for maintenance purposes' is recommended.
Setbacks (Non-residential uses)	
PO7 Front setbacks ensure buildings address and actively interface with streets and public spaces.	**E7.1** For the primary frontage buildings are constructed:

<table>
<tr><td></td><td>a. to the property boundary; or

b. setback a maximum of 3m from the property boundary, where for the purpose of outdoor dining.</td></tr>
<tr><td></td><td>E7.2

For the secondary frontage, setbacks are consistent with an adjoining building.</td></tr>
<tr><td>PO8

Side and rear setbacks cater for driveway(s), services, utilities and buffers required to protect the amenity of adjoining sensitive land uses and the development will not be visually dominant or overbearing with respect to adjoining properties.</td><td>No example provided.</td></tr>
<tr><td colspan="2">Site cover (Residential uses)</td></tr>
<tr><td>PO9

Residential buildings and structures will ensure that site cover:

a. does not result in a site density that is inconsistent with the character of the area;

b. does not result in an over development of the site;

c. does not result in other elements of the site being compromised (e.g. Setbacks, open space etc);

d. reflects the low to medium density character intended for the area.

Note - Refer to Planning scheme policy - Residential design for details and examples.</td><td>E9

Site cover (excluding eaves, sun shading devices, patios, balconies and other unenclosed structures) does not exceed the specified percentages in accordance with the table below:

<table>
<tr><th rowspan="2">Building height</th><th colspan="6">Lot Size</th></tr>
<tr><th>300m² or less</th><th>301-400m²</th><th>401-500m²</th><th>501-1000m²</th><th>1001-2500m²</th><th>Greater than 2501m²</th></tr>
<tr><td>Less than 8.5m</td><td>75%</td><td>70%</td><td>60%</td><td>60%</td><td>60%</td><td>60%</td></tr>
<tr><td>8.5m -12.0m</td><td>50%</td><td>50%</td><td>60%</td><td>50%</td><td>50%</td><td>50%</td></tr>
<tr><td>Greater than 12.0m</td><td>N/A</td><td>N/A</td><td>N/A</td><td>50%</td><td>40%</td><td>40%</td></tr>
</table>

Note - Refer to Planning scheme policy - Residential design for method of calculation.</td></tr>
<tr><td colspan="2">Movement network</td></tr>
<tr><td>PO10

Development is designed to connect to and form part of the surrounding neighbourhood by providing interconnected street, pedestrian and cyclist pathways to adjoining development, nearby sub-precincts, public transport nodes and open space.</td><td>No example provided.</td></tr>
</table>

Water sensitive urban design	
PO11 Best practice Water Sensitive Urban Design (SWD) is incorporated within development sites adjoining street frontages to mitigate impacts of stormwater run-off in accordance with Planning scheme policy - Integrated design.	No example provided.
Sensitive land use separation	
PO12 Sensitive land uses within 250m of land in the General industry sub-precinct must mitigate any potential exposure to industrial air, noise or odour emissions that impact on human health, amenity and wellbeing. 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.	**E12** Development is designed and operated to ensure that: a. it meets the criteria outlined in the Planning Scheme Policy - Noise; and b. the air quality objectives in the *Environmental Protection (Air) Policy 2008*, are met.
Amenity	
PO13 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, chemicals and other nuisance.	No example provided.
Noise	
PO14 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO15 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while:	**E15.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise.

a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E15.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO16 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO17 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options;	No example provided.

d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	
PO18 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO19 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E19.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E19.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E19.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E19.4 The development layout allows forward vehicular access to and from the site.
PO20 Safe access facilities are provided for all vehicles required to access the site.	**E20.1** Site access and driveways are designed, located and constructed in accordance with:

	a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E20.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E20.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E20.4 The driveway construction across the verge conforms to the relevant standard drawing for the classification of the road in accordance with Planning scheme policy - Integrated design.

	E20.5 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO21 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E21** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO22 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E22.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E22.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO23 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking;	No example provided.

d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO24 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA;	**E24.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E24.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable.

• On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E24.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO25 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E25** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres;

	ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres; d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.
PO26 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m. Note - Frontage roads include streets where no direct lot access is provided. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport. Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.	**E26** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following: **Situation** / **Minimum construction** Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard. Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel

	shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads. Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads. Note - Construction includes all associated works (services, street lighting and linemarking). Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO27 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E27.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E27.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E27.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.

	Note - Development is to provide inter-allotment – QUDM level III drainage, including bunds, to all lots that have a gradient less than 1 in 100 (for the whole of the allotment) to the road. The inter-allotment drainage system (including easements) is provided in accordance with Planning scheme policy - Integrated design (Appendix C).
PO28 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E28.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E28.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E28.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E28.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO29 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E29** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO30	No example provided.

Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	
PO31 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO32 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in: i. 6 or more dwellings; or ii. an impervious area greater than 25% of the net developable area, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.	No example provided.

<table>
<tr><td>Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td><td></td></tr>
<tr><td>PO33

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td><td>E33

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr><tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr><tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr></table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td></tr>
<tr><td>PO34

Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.</td><td>No example provided.</td></tr>
<tr><td>PO35

Council is provided with accurate representations of the completed stormwater management works within residential developments.</td><td>E35

"As Built" drawings and specifications of the stormwater management devices certified by an RPEQ is provided.

Note - Documentation is to include:</td></tr>
</table>

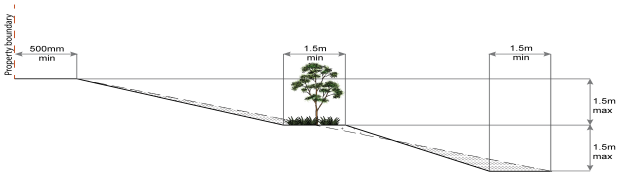
	a. photographic evidence and inspection date of the installation of approved underdrainage; b. copy of the bioretention filter media delivery dockets/quality certificates confirming the materials comply with specifications in the approved Stormwater Management Plan; c. date of the final inspection.
Site works and construction management	
PO36 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO37 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E37.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E37.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to

	commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E37.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E37.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO38 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E38** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO39 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre.	**E39.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
	E39.2 All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads.
	E39.3 Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times.

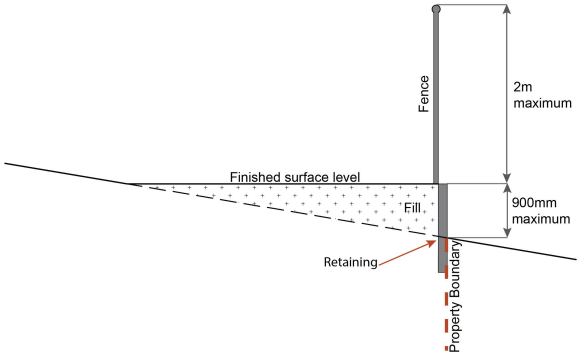
Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	**E39.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E.
	E39.5 Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads.
	E39.6 Access to the development site is obtained via an existing lawful access point.
PO40 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E40** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO41 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas.	**E41** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.

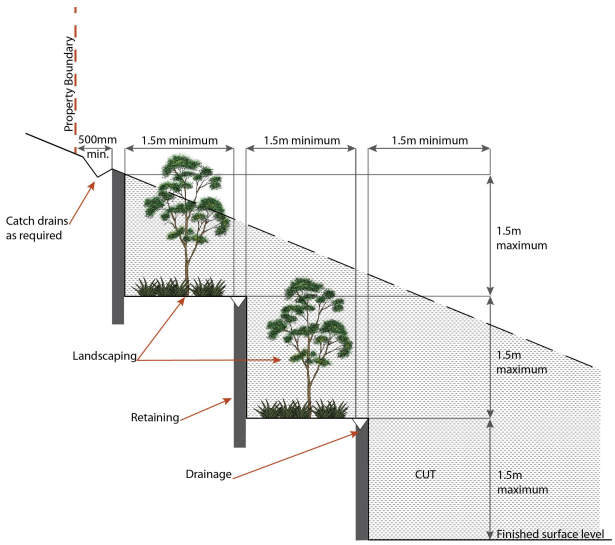
Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	
PO42 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E42.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E42.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO43 All development works are carried out at times which minimise noise impacts to residents.	**E43** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO44	No example provided.

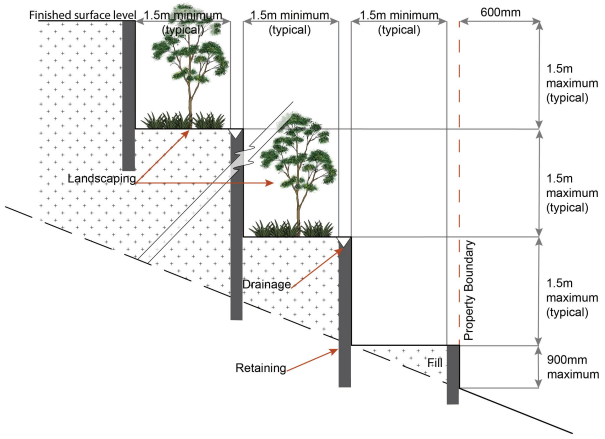
Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the Council or other person engaged in the provision of public utility services is to be carried with the development and at no cost to Council.	
Earthworks	
PO45 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E45.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E45.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E45.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E45.4 All filling or excavation is contained within the site and is free draining.
	E45.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E45.6 The site is prepared and the fill placed on-site in accordance with AS3798.

	Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E45.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO46 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E46** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO47 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	**E47.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
	E47.2 Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes.

	Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO48 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO49 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO50 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E50** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or

	ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO51 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E51** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO52

Development incorporates a fire fighting system that:

a. satisfies the reasonable needs of the fire fighting entity for the area;
b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.

E52.1

External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:
    i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
    ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
    iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities;
d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.

E52.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E52.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO53 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E53** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.

PO54 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E54** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Dual occupancies Could not findID-2693465-5148	
PO55 Dual OccupanciesCould not findID-2693465-5148: a. are dispersed within the streetscape; b. contribute to the diversity of dwelling types and forms; c. are not the predominant built form. Note - Refer to Planning scheme policy - Residential design for dispersal methods and calculation.	No example provided.
Home based business[35]	
PO56 The scale and intensity of the Home based business[35]: a. is compatible with the physical characteristics of the site and the character of the local area; b. is able to accommodate anticipated car parking demand and on-site manoeuvring without negatively impacting the streetscape; c. does not adversely impact on the amenity of the adjoining and nearby premises; d. remains ancillary to the residential use of the dwelling houseCould not findID-2693465-5150;	No example provided.

e. does not create conditions which cause hazards or nuisances to neighbours or other persons not associated with the activity; f. ensure employees and visitor to the site do not negatively impact the expected amenity of adjoining properties; g. ensure service and delivery vehicles do not negatively impact the amenity of the area.	
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO57 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E57.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E57.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO58 Infrastructure does not have an impact on pedestrian health and safety.	**E58** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO59 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E59** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.

Sales office[72]	
PO60 The sales office[72] is designed to: a. provide functional and safe access, manoeuvring areas and car parking spaces for the number and type of vehicles anticipated to access the site; b. complement the streetscape character while maintaining surveillance between buildings and public spaces; c. be temporary in nature. Note - Refer to Planning scheme policy - Integrated design for access and crossover requirements.	No example provided.
Telecommunications facility[81] Editor's note - In accordance with the Federal legislation Telecommunications facilities [81]must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO61 Telecommunications facilities[81] are co-located with existing telecommunications facilities[81], Utility installation[86], Major electricity infrastructure[43] or Substation[80] if there is already a facility in the same coverage area.	**E61.1** New telecommunication facilities[81] are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E61.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO62 A new Telecommunications facility[81] is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E62** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO63	**E63**

Telecommunications facilities[81] do not conflict with lawful existing land uses both on and adjoining the site.	The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO64 The Telecommunications facility[81] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E64.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E64.2 In all other areas towers do not exceed 35m in height.
	E64.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E64.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E64.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E64.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.

PO65 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E65** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO66 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E66** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Retail and commercial activities	
PO67 Corner stores may establish as standalone uses where: a. having a maximum GFA of 250m^2; b. the building adjoins the street frontage and has its main pedestrian entrance from the street frontage; c. not within 1600m of another corner store, neighbourhood hub or centre.	No example provided.
PO68 Non-residential uses address and activate streets and public spaces by: a. ensuring buildings and individual tenancies address street frontage(s), civic space and other areas of pedestrian movement; b. new buildings adjoin or are within 3m of the primary frontage(s), civic space or public open space; c. locating car parking areas behind or under buildings to not dominate the street environment; d. establishing and maintaining interaction, pedestrian activity and casual surveillance through appropriate land uses and building design (e.g. The use of windows or glazing and avoiding blank walls with the use of sleeving);	No example provided.

e. providing visual interest to the façade (e.g. Windows or glazing, variation in colour, materials, finishes, articulation, recesses or projections); f. establishing and maintaining human scale.	
PO69 All buildings exhibit a high standard of design and construction, which: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, cantilevered awning); b. enables differentiation between buildings; c. contributes to a safe environment; d. incorporates architectural features within the building facade at the street level to create human scale (e.g. cantilevered awning); e. includes building entrances that are readily identifiable from the road frontage; f. locate and orientate to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites; g. incorporate appropriate acoustic treatments, having regard to any adjoining residential uses; h. facilitate casual surveillance of all public spaces.	No example provided.
PO70 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between the street frontage and the entrance to the building; b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. is consolidated and shared with adjoining sites wherever possible.	No example provided.

PO71 The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas through providing pedestrian paths in car parking areas that are: a. located along the most direct route between building entrances, car parks and adjoining uses; b. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc); c. are of a width to allow safe and efficient access for prams and wheelchairs.	No example provided.
PO72 The number of car parking spaces is managed to: a. avoid significant impacts on the safety and efficiency of the road network; b. avoid an oversupply of car parking spaces; c. avoid the visual impact of large areas of open car parking from road frontages and public areas; d. promote active and public transport options; e. promote innovative solutions, including on-street parking and shared parking areas. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E72.1** Car parking is provided in accordance with table 7.2.3.2.5.4 . Note - The above rates exclude car parking spaces for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards. **E72.2** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.
PO73 Car parking is designed to avoid the visual impact of large areas of surface car parking.	No example provided.
PO74 Car parking design includes innovative solutions, including on-street parking and shared parking areas.	No example provided.
PO75 a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include:	**E75.1** Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number).

i. adequate bicycle parking and storage facilities; and

ii. adequate provision for securing belongings; and

iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors.

b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to:

i. the projected population growth and forward planning for road upgrading and development of cycle paths; or

ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or

iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters.

Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc.

Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.

Use	Minimum Bicycle Parking
Residential uses comprised of dwellings	Minimum 1 space per dwelling
All other residential uses	Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking
Non-residential uses	Minimum 1 space per 200m2 of GFA

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E75.2

Bicycle parking is:

a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*;

b. protected from the weather by its location or a dedicated roof structure;

c. located within the building or in a dedicated, secure structure for residents and staff;

d. adjacent to building entrances or in public areas for customers and visitors.

Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3.

Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E75.3

For non-residential uses, storage lockers:

a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number);

b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E75.4

For non-residential uses, changing rooms:

a. are provided at a rate of 1 per 10 bicycle parking spaces;
b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head.

	Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1). d. are provided with: i. a mirror located above each wash basin; ii. a hook and bench seating within each shower compartment; iii. a socket-outlet located adjacent to each wash basin. Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
PO76 Loading and servicing areas: a. are not visible from the street frontage; b. are integrated into the design of the building; c. include screening and buffers to reduce negative impacts on adjoining sensitive land uses; d. where possible loading and servicing areas are consolidated and shared with adjoining sites; e. waste and waste storage areas are managed in accordance with Planning scheme policy - Waste.	No example provided.
PO77 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E77** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
PO78 On-site landscaping is provided, that: a. is incorporated into the design of the development;	No example provided.

b. reduces the dominance of car parking and servicing areas from the street frontage; c. retains mature trees wherever possible; d. does not create safety or security issues by creating potential concealment areas or interfering with sight lines; e. maintains the achievement of active frontages and sight lines for casual surveillance. Note - All landscaping is to accord with Planning scheme policy - Integrated design.	
PO79 Surveillance and overlooking are maintained between the road frontage and the main building line.	**E79** No fencing is provided forward of the building line.
PO80 Lighting is designed to provide adequate levels of illumination to public and communal spaces to maximise safety and minimise adverse impacts on residential and other sensitive land uses.	No example provided.
PO81 The hours of operation minimise adverse amenity impacts on adjoining sensitive land uses.	**E81** Hours of operation do not exceed 6:00am to 9:00pm Monday to Sunday.

Values and constraints criteria

Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.

Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply)

Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter.

Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites.

Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.

PO82 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E82** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO83 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO84 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	

PO85 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO86 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.
PO87 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO88 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E88** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the *Building Act 1975* for requirements related to the manufacture and storage of hazardous substances.

PO89 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E89** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO90 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E90.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E90.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO91 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO92 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that:	**E92** 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.

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.	
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO93 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E93** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.

Table 7.2.3.2.5.2 Setbacks

Residential uses										
Height of wall	**Frontage primary**			**Frontage secondary to street**			**Frontage secondary to lane**	**Side non-built to boundary wall To OMP and wall**	**Rear To OMP and wall**	**Trafficable water body To OMP and wall**
	To wall	**To OMP**	**To covered car parking space***	**To wall**	**To OMP**	**To covered car parking space***	**To OMP and wall**			
Less than 4.5m	Min 3m	Min 2m	Min 5.4m	Min 2m	Min 1m	Min 5.4m	Min 0.5m	Min 1.5m	Min 1.5m	Min 4.5m
4.5m to 8.5m	Min 3m	Min 2m	N/A	Min 2m	Min 1m	N/A	Min 0.5m	Min 2m	Min 2m	Min 4.5m
Greater than 8.5m	Min 6m	Min 5m	N/A	Min 3m	Min 2m	N/A	Min 0.5m	Min 2m up to 8.5m in height; plus 0.5m for every 3m in height (or storey) or part thereof over 8.5m	Min 5m	Min 4.5m

Note - * Does not apply to basement car parking areas

Table 7.2.3.2.5.3 Built to boundary walls (Residential uses)

Lot frontage width	Mandatory / optional	Length and height of built to boundary wall
		Next generation neighbourhood
Less than 7.5m	Mandatory - both sides unless a corner lot	Max Length: 80% of the length of the boundary Max Height: 7.5m
7.5m to 12.5m	Mandatory - one side	Max Length: 60% of the length of the boundary Max Height: 7.5m
Greater than 12.5m to 18m	Optional: i. on 1 boundary only; i. where the built to boundary wall adjoins a lot with a frontage less than 18m.	Max Length: the lesser of 15m or 60% of the length of the boundary Max Height: 7.5m
Greater than 18m	Not permitted.	

Table 7.2.3.2.5.4 Car parking spaces

Site proximity	Land use	Maximum number of car spaces to be provided	Minimum number of car spaces to be provided
Within 800m walking distance of a higher order centre	Non-residential	1 per 30m^2 GFA	1 per 50m^2 GFA
	Residential – permanent/long term	N/A	1 per dwelling*
	Residential – serviced/short term	3 per 4 dwellings* + staff spaces	1 per 5 dwellings* + staff spaces
Other (Wider catchment)	Non-residential	1 per 20m^2 GFA	1 per 30m^2 GFA
	Residential – permanent/long term	N/A	1 per dwelling*
	Residential – serviced/short term	1 per dwelling* + staff spaces	1 per 5 dwellings* + staff spaces

Note - Car parking rates are to be rounded up to the nearest whole number.

Note -* Where Dwellings are not being established (e.g. beds and communal area) the car parking rate specified above is to be provided per Non-residential GFA.

Note - Allocation of car parking spaces to dwellings is at the discretion of the developer.

Note - Residential - Permanent/long term includes: Multiple dwellingCould not findID-2693465-5213, Relocatable home park**(62)**, Residential care facility**(65)**, Retirement facility**(67)**.

Note - Residential - Serviced/short term includes: Rooming accommodation**(69)** or Short-term accommodation**(77)**.

7.2.3.2.6 Open space sub-precinct

7.2.3.2.6.1 Purpose - Open space sub-precinct

Note - A key feature of the Town centre Concept is the incorporation of a green perimeter to the town centre providing a legible transition between town centre land uses and densities, and neighbouring suburbs.

1. The purpose of the Open space sub-precinct will be achieved through the following overall outcomes:

    a. Development in this precinct forms part of a green space network surrounding the Town centre and is made up of a combination of signature tree lined streets and boulevards, landscaped areas with visual impact, recreation facilities, pathways and statement pieces and ecologically significant areas remaining in their natural state.

    b. Development is an appropriate size, scale and intensity and having minimal adverse impacts on the use, enjoyment, function and operation of the Council's open space network.

    c. Small scale commercial activities having a nexus with, and ancillary to, sport and recreation uses establish where they complement the social, leisure and recreation experience of open space users.

    d. Where applicable, development is undertaken in accordance with a Council Master Plan approved under Council policy or Management Plan under the Land Act 1994.

    e. Recreation and open space areas remain well connected, diverse, functional, safe, secure and accessible to the general public and include:

        i. well designed and quality passive and active recreation and open spaces areas and facilities;

        i. the adoption of principles of Crime Prevention Through Environment Design (CPTED);

        ii. a high level of connectivity of the open space and community green space areas to the active transport network; and

        iii. appropriate design considerations, separation, buffering, siting and operation of facilities and infrastructure to reduce adverse or nuisance impact on surrounding land uses.

    f. General works associated with the development achieves the following:

        i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);
        ii. the development manages stormwater to:

            A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
            B. prevent stormwater contamination and the release of pollutants;
            C. maintain or improve the structure and condition of drainage lines and riparian areas;
            D. avoid off-site adverse impacts from stormwater.

        iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

    g. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

h. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

i. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

j. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

k. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

l. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

m. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

n. Development constraints:

    i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

        A. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
        B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
        C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
        D. ensuring effective and efficient disaster management response and recovery capabilities;
        E. for overland flow path;

            I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
            II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
            III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
            IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

o. Development in the Open space sub-precinct is for one or more of the uses identified below:

• Environment facility**(26)**	• Outdoor sport and recreation**(55)**	• Park**(57)**

p. Development in the Open space sub-precinct does not include one or more of the following uses:

- Adult store[1]
- Agricultural supplies[2]
- Air services[3]
- Animal husbandry[4]
- Aquaculture[6]
- Bar[7]
- Brothel[8]
- Bulk landscape supplies[9]
- Car wash[11]
- Cemetery[12]
- Community residence[16]
- Crematorium[18]
- Cropping[19]
- Detention facility[20]
- Dual occupancyCould not findID-2693465-5148
- Dwelling houseCould not findID-2693465-5150
- Dwelling unit[23]
- Extractive industry[27]
- Funeral parlour[30]
- Garden centre[31]
- Hotel[37]
- Intensive animal industry[39]
- Intensive horticulture[40]
- Landing[41]
- Low impact industry[42]
- Major electricity infrastructure[43]
- Marine industry[45]
- Medium impact industry[47]
- Multiple dwellingCould not findID-2693465-5213
- Nature-based tourism[50]
- Nightclub entertainment facility[51]
- Non-resident workforce accommodation[52]
- Office[53]
- Outdoor sales[54]
- Parking station[58]
- Permanent plantation[59]
- Place of worship[60]
- Port services[61]
- Research and technology industry[64]
- Residential care facility[65]
- Resort complex[66]
- Retirement facility[67]
- Roadside stall[68]
- Rooming accommodation[69]
- Rural industry[70]
- Rural workers' accommodation[71]
- Sales office[72]
- Service industry[73]
- Shop[75]
- Shopping centre[76]
- Short-term accommodation[77]
- Showroom[78]
- Special industry[79]
- Theatre[82]
- Transport depot[85]
- Veterinary services[87]
- Warehouse[88]

• Hardware and trade supplies[32] • High impact industry[34] • Home based business[35] • Hospital[36]	• Relocatable home park[62] • Renewable energy facility[63]	• Wholesale nursery[89] • Winery[90]

q. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the zone.

7.2.3.2.6.2 Requirements for assessment

Part I — Criteria for assessable development - Open space sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part I, Table 7.2.3.2.6.1, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.2.6.1 Assessable development - Open space sub-precinct

Performance Outcome	Examples that achieve aspects of the Performance Outcome
General criteria	
Built form outcomes for all development	
PO1 Development will: a. maintain the open and unbuilt character of a site,uncluttered by building and maintaining the availability of a site for unobstructed outdoor recreational use; b. ensure that buildings and structures are not overbearing, visually dominant or out of character with the surrounding built environment nor detract from the amenity of adjoining land; c. ensure buildings and structures do not result in overlooking of private areas when adjoining residential areas, or block or impinge upon the receipt of natural sunlight and outlook; d. be designed in accordance with the principles of Crime Prevention Through Environment Design (CPTED) to achieve a high level of safety, surveillance and security; e. incorporate appropriate design response, relative to size and function of buildings, that acknowledge and reflect the region's sub-tropical climate; f. reduce the visual appearance of building bulk through: i. design measures such as the provision of meaningful recesses and projections through the horizontal and vertical plane; ii. use of a variety of building materials and colours; iii. use of landscaping and screening. g. maintain the open space character as a visual contrast to urban development; h. achieves the design principles outlined in Planning scheme policy - Integrated design.	**E1.1** Site cover does not exceed 10%. **E1.2** Building and structures are set back 10m from all boundaries. **E1.3** Building height does not exceed that on Neighbourhood development plan map - Building height.

Amenity	
PO2 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, noise, light, chemicals and other environmental nuisances.	No example provided.
Lighting	
PO3 Lighting is directed and shielded to not cause unreasonable disturbance to any person on adjoining land.	**E3** Artificial lighting on-site is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - "Curfewed hours" are taken to be those hours between 10pm and 7am on the following day.
Landscaping and screening	
PO4 Landscaping and screening is provided in a manner that: a. achieves a high level of privacy and amenity to adjoining properties and when viewed from the street; b. reduces the visual impact of building bulk and presence and hard surface areas on the local character and amenity of adjoining properties and from the street; c. creates a secure and safe environment by incorporating key elements of crime prevention through environmental design; d. achieves the design principles outlined in Planning scheme policy - Integrated design.	**E4.1** A minimum area of 20% of the site is provided for landscaping. **E4.2** Outdoor storages areas are screened from adjoining sites and roads by either planting, wall(s), fence(s) or a combination to at least 1.8m in height along the length of the storage area.
Loading and servicing	
PO5 Waste storage, recycling, disposal and bin washout facilities are provided in locations which: a. are appropriately screened from public areas of the site and adjacent land;	**E5** Refuse storage areas are designed and serviced in accordance with Council Planning scheme policy - Waste.

b. do not have an adverse effect on the amenity of the users of the site or the occupants of adjacent land; c. are readily accessible by waste collection vehicles.	
Car parking	
PO6 On-site car parking associated with an activity provides safe and convenient on-site parking and manoeuvring to meet anticipated parking demand. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E6** On-site car parking is provided in accordance with Schedule 7 - Car parking.
Noise	
PO7 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO8 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise.	**E8.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E8.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation

Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Waste	
PO9 Bins and bin storage areas are provided, designed and managed in accordance with Planning scheme policy - Waste.	**E9** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Works criteria	
Utilities	
PO10 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO11 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites.	No example provided.

Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	
PO12 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO13 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E13.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E13.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E13.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E13.4 The development layout allows forward vehicular access to and from the site.
PO14 Safe access facilities are provided for all vehicles required to access the site.	**E14.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design;

	b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E14.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E14.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E14.4 The driveway construction across the verge conforms to the relevant standard drawing for the classification of the road in accordance with Planning scheme policy - Integrated design.
	E14.5

	Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO15 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E15** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO16 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E16.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E16.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO17 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking;	No example provided.

d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO18 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces.	**E18.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E18.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable.

The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	**E18.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO19 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E19** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres;

<table>
<tr>
<td></td>
<td>iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres;

d. Walkable block perimeter does not exceed 1000 metres.

Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.</td>
</tr>
<tr>
<td>PO20

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td>
<td>E20

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

<table>
<tr><th>Situation</th><th>Minimum construction</th></tr>
<tr><td>Frontage road unconstructed or gravel road only;

OR

Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard;

OR

Frontage road partially constructed* to Planning scheme policy - Integrated design standard.</td><td>Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.

The minimum total travel lane width is:</td></tr>
</table>
</td>
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	• 6m for minor roads; • 7m for major roads. Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads. Note - Construction includes all associated works (services, street lighting and linemarking). Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO21 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E21.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E21.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E21.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO22 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E22.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.

	E22.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E22.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E22.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO23 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E23** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO24 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood	No example provided.

levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	
PO25 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO26 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in: i. 6 or more dwellings; or ii. an impervious area greater than 25% of the net developable area, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives. Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	No example provided.
PO27	**E27** Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table>
<tr>
<td>Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td>
<td>
<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr>
</table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
</td>
</tr>
<tr>
<td>PO28

Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.</td>
<td>No example provided.</td>
</tr>
<tr>
<td colspan="2">Site works and construction management</td>
</tr>
<tr>
<td>PO29

The site and any existing structures are maintained in a tidy and safe condition.</td>
<td>No example provided.</td>
</tr>
<tr>
<td>PO30

All works on-site are managed to:

a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light;
b. minimise as far as possible, impacts on the natural environment;
c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises;
d. avoid adverse impacts on street streets and their critical root zone.</td>
<td>E30.1

Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following:

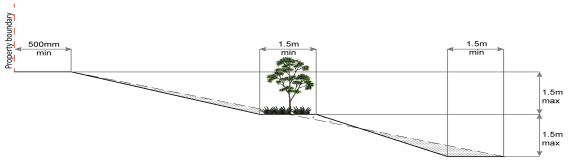
a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions;</td>
</tr>
</table>

	b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E30.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E30.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E30.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO31 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E31** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO32	**E32.1**

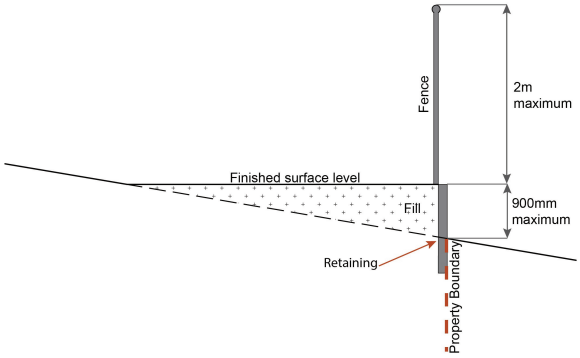
All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads. All works on-site and the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - Where the amount of imported material is greater than 50m^3, a haulage route must be identified and approved by Council.	Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe. **E32.2** All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads. **E32.3** Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E32.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E32.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads. **E32.6**

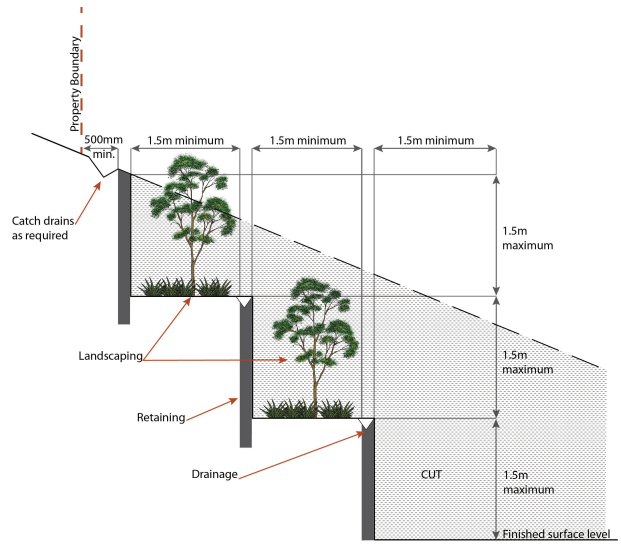
	Access to the development site is obtained via an existing lawful access point.
PO33 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E33** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO34 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E34** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO35 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E35.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E35.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.

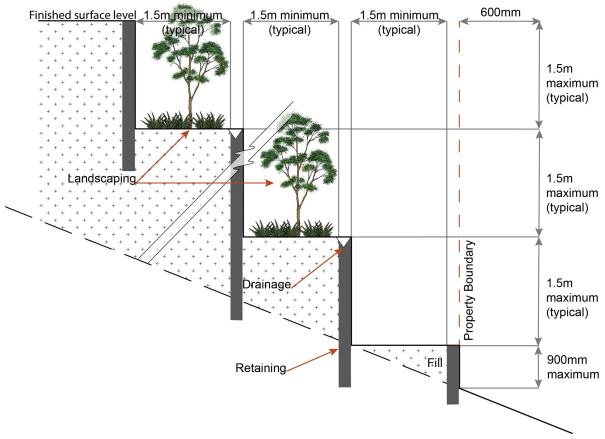
PO36 All development works are carried out at times which minimise noise impacts to residents.	**E36** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO37 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO38 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E38.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E38.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E38.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E38.4 All filling or excavation is contained within the site and is free draining.

	E38.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E38.6 The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E38.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO39 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E39** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO40 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes.	**E40.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
	E40.2 Earthworks that would result in any of the following are not carried out on-site:

Note - Public sector entity is defined in Schedule 2 of the Act.	a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO41 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO42 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO43	**E43** Filling and excavation undertaken on the development site are shaped in a manner which does not:

Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO44 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E44** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO45

Development incorporates a fire fighting system that:

a. satisfies the reasonable needs of the fire fighting entity for the area;
b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.

E45.1

External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:
    i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
    ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
    iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities;
d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.

E45.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E45.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO46 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E46** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.

PO47 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E47** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Caretaker's accommodation(10)	
PO48 Development for a Caretaker's accommodation(10): a. does not compromise the productivity of the use occurring on-site and in the surrounding area; b. is domestic in scale; c. provides adequate car parking provisions exclusive on the primary use of the site; d. is safe for the residents; e. has regard to the open space and recreation needs of the residents.	**E48** Development for Caretaker's accommodation(10): a. a caretaker's accommodation(10) has a maximum GFA of 80m^2; b. no more than 1 caretaker's accommodation(10) is established per site; c. does not gain access from a separate driveway from a road frontage.
Food and drink outlet(28)	
PO49 Food and drink outlets(28): a. remain secondary and ancillary to an open space, sport or recreation use; b. do not restrict or inhibit the ability for a recreation and open space area to be used for its primary sport and recreation purpose; c. not appear, act or function as a separate and stand-alone commercial activity but has a clearly expressed relationship with an open space, sport or recreation use;	**E49.1** The GFA does not exceed 150m^2. **E49.2** Operates in conjunction with a recreation or open space use occurring on the same site. **E49.3** Does not have a liquor or gambling licence.

d. not generate nuisance effects such as noise, dust and odour on the character and amenity of the recreation and open space areas or on adjoining properties; e. any liquor or gambling activities associated with a food and drink outlet[28] is a secondary and minor component.	
Major electricity infrastructure[43], Substation[80] and Utility installation[86]	
PO50 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E50.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E50.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO51 Infrastructure does not have an impact on pedestrian health and safety.	**E51** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO52 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E52** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Telecommunications facility[81]	

Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.

PO53 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E53.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E53.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO54 A new Telecommunications facility(81) is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E54** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO55 Telecommunications facilities(81) do not conflict with lawful existing land uses both on and adjoining the site.	**E55** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO56 The Telecommunications facility(81) does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity;	**E56.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E56.2 In all other areas towers do not exceed 35m in height.
	E56.3 Towers, equipment shelters and associated structures are of a design, colour and material to:

h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E56.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E56.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E56.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO57 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E57** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO58 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E58** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Values and constraints criteria	

Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.

Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply)

Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter.

Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites.

Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.

PO59 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E59** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO60 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or	No example provided.

c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	
PO61 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO62 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO63 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	**E63** No example provided.
PO64	No example provided.

Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	
PO65 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E65** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO66 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E66** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO67 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E67.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E67.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO68 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over:	No example provided.

a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park(57)	
PO69 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E69** 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.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO70 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E70** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.

7.2.3.2.7 Civic space sub-precinct

7.2.3.2.7.1 Purpose - Civic space sub-precinct

Note - A key feature of the Town Centre concept is a civic precinct incorporating a civic building (e.g. library and community hub) and a town centre park.

1. The purpose of the Civic space sub-precinct will be achieved through the following overall outcomes:

    a. The Civic space sub-precinct provides a central gathering and meeting place for civic, cultural and community events.

    b. Development reinforces the Civic space sub-precinct as the main sub-precinct for government, cultural and community activities within the Town centre precinct.

    c. Development provides and maintains direct, safe, attractive and comfortable main street and active transport connectivity between the Residential north sub-precinct and the Centre core sub-precinct.

    d. The Civic space sub-precinct includes a centrally located Town centre park[(57)] with views to the Glasshouse Mountains and is overlooked by civic buildings.

    e. Civic activities must:

        i. be located to adjoin and have clear access to the Centre core sub-precinct;

        ii. be located on land that maximises view corridors to the Glasshouse Mountains and D'Aguilar Range;

        iii. contribute to a high level of open space amenity within the precinct;

        iv. create a destination for community gathering and interaction;

        v. encourage social activity through the provision of high-quality spaces;

        vi. be designed and configured on land as well-integrated, compact, land efficient urban buildings.

    f. General works associated with the development achieves the following:

        i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);
        ii. the development manages stormwater to:

            A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
            B. prevent stormwater contamination and the release of pollutants;
            C. maintain or improve the structure and condition of drainage lines and riparian areas;
            D. avoid off-site adverse impacts from stormwater.

        iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

    g. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

    h. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

i. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

j. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

k. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

l. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

m. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

n. Development constraints:

i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

A. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
D. ensuring effective and efficient disaster management response and recovery capabilities;
E. for overland flow path;

I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

o. Development in the Civic space sub-precinct is for one or more of the uses identified below:

• Community care centre[15] • Community use[17] • Function facility[29] • Indoor sport and recreation[38]	• Major sport, recreation and entertainment facility[44] • Market[46]	• Office[53] - if for State or Local Government offices • Park[57] • Place of worship[60] • Theatre[82]

p. Development in the Civic space sub-precinct does not include one or more of the following uses:

- Adult store(1)
- Agricultural supplies store(2)
- Air services(3)
- Animal husbandry(4)
- Animal keeping(5)
- Aquaculture(6)
- Bar(7)
- Brothel(8)
- Bulk landscape supplies(9)
- Car wash(11)
- Cemetery(12)
- Community residence(16)
- Crematorium(18)
- Cropping(19)
- Detention facility(20)
- Dual occupancyCould not findID-2693465-5148
- Dwelling houseCould not findID-2693465-5150
- Dwelling unit(23)
- Extractive industry(27)
- Garden centre(31)
- Hardware and trade supplies(32)
- High impact industry(34)
- Home based business(35)
- Hospital(36)
- Hotel(37)
- Intensive animal industry(39)
- Intensive horticulture(40)
- Low impact industry(42)
- Marine industry(45)
- Medium impact industry(47)
- Motor sport facility(48)
- Multiple dwellingCould not findID-2693465-5213
- Nature-based tourism(50)
- Nightclub entertainment facility(51)
- Non-resident workforce accommodation(52)
- Outdoor sales(54)
- Parking station(58)
- Permanent plantation(59)
- Port services(61)
- Renewable energy facility(63)
- Research and technology industry(64)
- Retirement facility(67)
- Roadside stall(68)
- Rooming accommodation(69)
- Rural industry(70)
- Rural workers accommodation(71)
- Short-term accommodation(77)
- Showroom(78)
- Special industry(79)
- Transport depot(85)
- Warehouse(88)
- Wholesale nursery(89)
- Winery(90)

q. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the zone.

7.2.3.2.7.2 Requirements for assessment

Part J - Criteria for assessable development - Civic space sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part J, Table 7.2.3.2.7.1, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.2.7.1 Assessable development - Civic space sub-precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Role of Civic space sub-precinct	
PO1 Development in the Civic space sub-precinct: a. primarily consists of civic buildings and activities (e.g. library, markets[(46)]) and a Town centre park[(57)]; b. reflects the prominence of the Town centre precinct as a key focal point for the Caboolture west area; c. is of a size, scale, range of services and location commensurate with the role and function of this sub-precinct in the centres network. Note - Refer to Caboolture West - centres network Table 7.2.3.4.	No example provided.
PO2 The Civic space sub-precinct retains a strong cultural and entertainment focus, with: a. commercial activities provided only where for a community or government function; b. food and drink outlets[(28)] provided only where of a small scale, where they adjoin open space areas and include areas for alfresco dining;	No example provided.

c. large open areas suitable for large numbers of people to congregate or to accommodate temporary activities d. landscaped areas and street trees, with mature trees retained wherever possible.	
PO3 Development maximises the efficient use of land and provides for future growth within the sub-precinct by increasing the GFA and land use intensity within the precinct boundaries to promote economic development, cultural exchange and interaction. Note - Development within the Civic space sub-precinct is expected to capitalise on its strategic location and access to high quality public transport by; including co-location with other businesses and government administration and maximising the efficient use of land. Activities that are land intensive, but do not promote economic development or social interaction, such as open car parks, are discouraged.	No example provided.
Active frontage	
PO4 Development incorporates transit oriented development principles and encourages active and public transport usage, by: a. contributing to attractive, highly walkable street environments, through streetscape upgrades and enhancements (e.g wide footpaths, furniture, art, street trees etc.); b. prioritising pedestrian and cycle safety and movement over private vehicle access and movement. Note - Streetscape upgrades are to be designed and constructed in accordance with Planning scheme policy - Integrated design.	No example provided.
PO5 Buildings are designed and oriented to address and activate areas of pedestrian movement, to: a. promote vitality, interaction and casual surveillance;	**E5** Development on-sites shown on Figure 6.2.1.1.1 as requiring a frontage type A incorporates: a. a minimum of 60% of the length of the street frontage glazed between 0.8m and 2.0m above ground level;

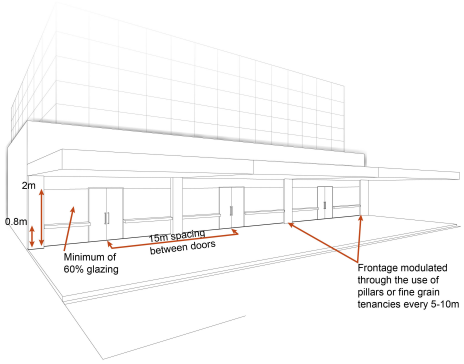
b. concentrate and reinforce pedestrian activity; c. avoid opaque facades to provide visual interest to the street frontage.	b. external doors which directly adjoin the street frontage at least every 15m; c. modulation in the facade, by incorporating a change in tenancy or the use of pillars or similar elements every 5-10m; d. the minimum window or glazing is to remain uncovered and free of signage. **Figure - Frontage Type A** 
PO6 Building frontages encourage streetscape activity, by providing pedestrian protection from solar exposure and inclement weather.	**E6** Buildings incorporate an awning, which: a. is cantilevered; b. extends for the full width of the site; c. is a minimum of 3.2m and maximum 4.2m above the pavement height; d. aligns with adjoining sites to provide continuous shade and shelter for pedestrians; e. is constructed from high quality, low maintenance materials; f. is set back 1.5m from the kerb line to accommodate mature street trees.

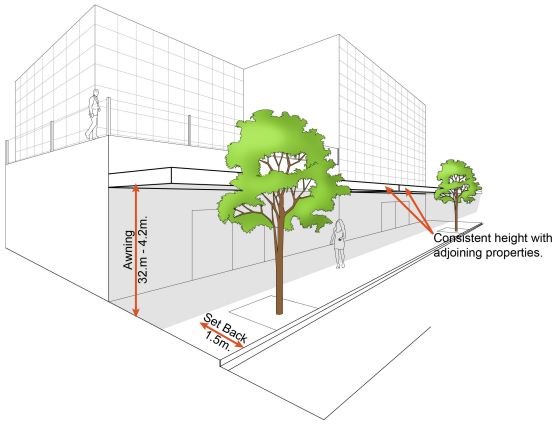
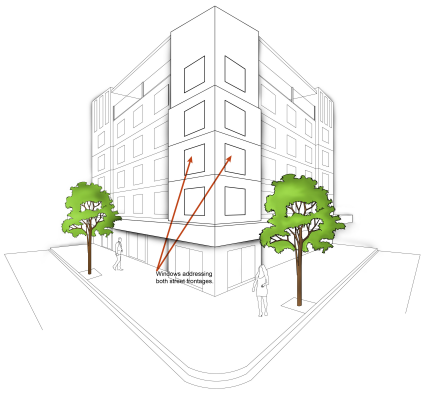
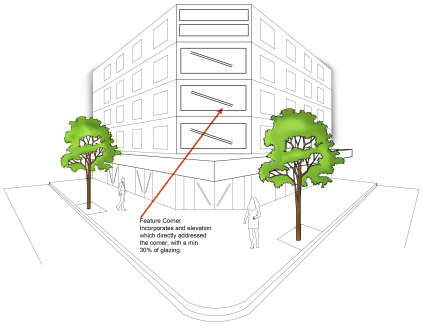
	Figure - Awning requirements 
PO7 Buildings on highly visible and accessible street corners incorporate design measures on the corners to assist in legibility of the street environment and promote activity on the street frontage. Note - Design measures will vary depending on the building and location, however may include the following: a. increasing the height of the building on the corner; b. stepping back the building on the corner to create an additional face; c. including prominent building entrances and windows on the corners; d. the use of a focal point, such as a tower, visual display or artwork on the corner.	**E7** Buildings located on a street corner incorporate: a. windows which address both street frontages; or **Figure - Prominent corner requirements**  b. incorporate an elevation which directly faces the corner and has a minimum of 30% glazing.

	Figure - Feature corner requirements 
Setbacks	
PO8 Front building setbacks ensure buildings address and actively interface with streets and public spaces.	No example provided.
Site area	
PO9 The development has sufficient area and dimensions to accommodate required buildings and structures, vehicular access, manoeuvring and parking and landscaping.	No example provided.
Building height	
PO10 Building height: a. reflects the prominence of the Civic space sub-precinct as a key focal point for the Town centre; b. maximises land use intensity in proximity to the southern transit stop; c. allows for distinctive and innovative design outcomes on prominent sites; d. maintains important view corridors to the Glasshouse Mountains and D'Aguilar Range and within the Town centre.	**E10** Minimum and maximum building heights are in accordance with Neighbourhood development plan map - Building height. Note - Development on prominent street corners may incorporate an increased building height on the corner, if the building: a. provides high quality and unique architectural design outcomes that emphasise the prominence of the street corner; b. positively contributes to the cityscape; c. Does not negatively impact important view corridors.
PO11	**E11**

Taller buildings incorporate a podium which provides a human-scaled, strong and continuous frontage to the street.	For buildings that include a podium: a. The podium has a maximum height of 12m; b. all parts of the building that are greater than 12m in height are setback a minimum of 6m.
Built form	
PO12 Buildings are designed to be adaptable to accommodate a variety of uses over the life of the building.	**E12.1** Buildings incorporate a minimum floor to ceiling height of 4.2m for the ground floor.
	E12.2 Where a building incorporates a podium, the minimum floor to ceiling height for podium levels is 3.3m.
PO13 Buildings are designed and constructed to: a. incorporate a mix of colours and high quality materials to add diversification to treatments and finishes; b. articulate and detail the building facade at street level and respond to the human scale; c. visually integrate with the surrounding area and adjoining buildings through appropriate design and materials; d. avoid blank walls through articulation and architectural treatments to create visual interest; e. avoid highly reflective finishes; f. avoid the visual dominance of plant and equipment on building roofs.	No example provided.
PO14 Building entrances: a. are readily identifiable from the road frontage; b. are designed to limit opportunities for concealment; c. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites;	No example provided.

d. include footpaths that connect with adjoining sites; e. provide a dedicated, sealed pedestrian footpath between the street frontage and the building entrance; f. are adequately lit to ensure public safety and security. Note - The design provisions for footpaths outlined in Planning scheme policy - Integrated design may assist in demonstrating compliance with this Performance outcome.	
Accessibility and permeability	
PO15 Development contributes to greater permeability within the Civic space sub-precinct by facilitating a network of convenient and safe pedestrian walkways and mid-block connections. Note - Walking connections are to be designed in accordance with Crime Prevention through Environmental Design principles to ensure they are safe and enjoyable places for pedestrians to utilise at all times. Ensuring buildings and uses overlook the walking connection is critical to ensuring a safe and well-utilised public space.	No example provided.
Car parking	
PO16 The provision of car parking spaces is appropriate to the use and avoids an oversupply of car parking spaces. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E16** Car parking is provided in accordance with the table below. **Land use** / **Maximum number of Car Spaces to be Provided** / **Minimum Number of Car Spaces to be Provided** Non-residential / 1 per 30m^2 of GFA / 1 per 50m^2 of GFA Residential - Permanent/Long term / N/A / 1 per dwelling Residential - Services/short term / 3 per 4 dwellings + staff spaces / 1 per 5 dwellings + staff spaces Note - Car parking rates are to be rounded up to the nearest whole number. Note - Allocation of car parking spaces to dwellings is at the discretion of the developer.

	Note - Residential - Permanent/long term includes: Multiple dwellingCould not findID-2693465-5213, Relocatable home park[62], Residential care facility[65], Retirement facility[67]. Note - Residential - Services/short term includes: Rooming accommodation[69] or Short-term accommodation[77]. Note - The above rates exclude car parking spaces for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards.
PO17 Car parking is designed to avoid the visual impact of large areas of surface car parking on the streetscape.	No example provided.
PO18 Car parking design includes innovative solutions, including on-street parking and shared parking areas. Note - Refer to Planning scheme policy - Integrated design for details and examples of on-street parking.	No example provided.
PO19 The design of car parking areas: a. does not impact on the safety of the external road network; b. ensures the safe movement of vehicles within the site.	**E19** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.
Bicycle parking and end of trip facilities Note - Building work to which this code applies constitutes Major Development for purposes of development requirements for end of trip facilities prescribed in the Queensland Development Code MP 4.1.	
PO20 a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include: i. adequate bicycle parking and storage facilities; and	**E20.1** Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number). **Use** / **Minimum Bicycle Parking** Residential uses comprised of dwellings / Minimum 1 space per dwelling

ii. adequate provision for securing belongings; and

iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors.

b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to:

i. the projected population growth and forward planning for road upgrading and development of cycle paths; or

ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or

iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters.

Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc.

Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.

All other residential uses	Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking
Non-residential uses	Minimum 1 space per 200m2 of GFA

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E20.2

Bicycle parking is:

a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*;

b. protected from the weather by its location or a dedicated roof structure;

c. located within the building or in a dedicated, secure structure for residents and staff;

d. adjacent to building entrances or in public areas for customers and visitors.

Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3.

Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E20.3

For non-residential uses, storage lockers:

a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number);

b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

E20.4

For non-residential uses, changing rooms:

a. are provided at a rate of 1 per 10 bicycle parking spaces;
b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head.

Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1).

d. are provided with:

    i. a mirror located above each wash basin;

	ii. a hook and bench seating within each shower compartment; iii. a socket-outlet located adjacent to each wash basin. Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
Loading and servicing	
PO21 Loading and servicing areas: a. are not visible from the street frontage; b. are integrated into the design of the building; c. include screening and buffers to reduce negative impacts on adjoining sensitive land uses; d. are consolidated and shared with adjoining sites, where possible. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design.	No example provided.
Waste	
PO22 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E22** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Landscaping	
PO23 On-site landscaping is provided, that: a. is incorporated into the design of the development;	No example provided.

b. reduces the dominance of car parking and servicing areas from the street frontage; c. incorporates shade trees in car parking areas; d. retains mature trees wherever possible; e. contributes to quality public spaces and the microclimate by providing shelter and shade; f. maintains the achievement of active frontages and sightlines for casual surveillance. Note - Landscaping is to be provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.	
Environmentally sensitive design	
PO24 Development incorporates energy efficient design principles, including: a. maximising internal cross-ventilation and prevailing breezes; b. maximising the effect of northern winter sun and screening undesirable northern summer sun and western sun; c. reducing demand on non-renewable energy sources for cooling and heating; d. maximising the use of daylight for lighting; e. retaining existing established trees on-site where possible.	No example provided.
PO25 Best practice Water Sensitive Urban Design (WSUD) is incorporated within development sites to mitigate the impacts of stormwater run-off in accordance with Planning scheme policy - Integrated design.	No example provided.
Crime prevention through environmental design	
PO26	No example provided.

Development contributes to a safe public realm by incorporating crime prevention through environmental design principles including: a. orienting buildings towards the street and public spaces and providing clear sightlines to public spaces to allow opportunities for casual surveillance; b. ensuring the site layout, building design and landscaping does not result in potential concealment or entrapment areas; c. ensuring high risk areas, including stairwells, arcades, walkways and concealed car parking areas have adequate surveillance to reduce risk or able to be secured outside of business hours. Note - Further information is available in Crime Prevention through Environmental Design: Guidelines for Queensland, State of Queensland, 2007.	
Lighting	
PO27 Lighting is designed to provide adequate levels of illumination to public and communal spaces to maximise safety while minimising adverse impacts on residential and other sensitive land uses.	No example provided.
Amenity	
PO28 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, chemicals and other nuisance.	No example provided.
Noise	
PO29 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact	No example provided.

assessments are to be prepared in accordance with Planning scheme policy - Noise.	
PO30 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E30.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E30.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO31 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO32	No example provided.

Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	
PO33 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO34 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E34.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E34.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E34.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.

	E34.4 The development layout allows forward vehicular access to and from the site.
PO35 Safe access facilities are provided for all vehicles required to access the site.	**E35.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities - Off street car parking; ii. AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in AustRoads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E35.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E35.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for

	the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E35.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO36 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E36** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO37 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E37.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E37.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO38 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network;	No example provided.

b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO39 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: ● Development is near a transport sensitive location; ● Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; ● Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; ● Residential development greater than 50 lots or dwellings; ● Offices greater than 4,000m^2 Gross Floor Area (GFA);	**E39.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E39.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

• Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E39.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO40 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E40** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres.

	c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres; d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.
PO41 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m. Note - Frontage roads include streets where no direct lot access is provided. Note - The road network is mapped on Overlay map - Road hierarchy.	**E41** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following: **Situation** / **Minimum construction** Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport. Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.	<table><tr><td>Frontage road partially constructed* to Planning scheme policy - Integrated design standard.</td><td>minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.</td></tr></table> Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads. Note - Construction includes all associated works (services, street lighting and linemarking). Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO42 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E42.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design. **E42.2** Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.

	E42.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO43 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E43.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E43.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E43.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E43.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO44 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E44** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO45	No example provided.

Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	
PO46 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO47 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in: i. 6 or more dwellings; or ii. an impervious area greater than 25% of the net developable area, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.	No example provided.

<table>
<tr><td>Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td><td></td></tr>
<tr><td>PO48

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td><td>E48

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr><tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr><tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr></table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td></tr>
<tr><td>PO49

Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.</td><td>No example provided.</td></tr>
<tr><td>PO50

Council is provided with accurate representations of the completed stormwater management works within residential developments.</td><td>E50

"As Built" drawings and specifications of the stormwater management devices certified by an RPEQ is provided.

Note - Documentation is to include:</td></tr>
</table>

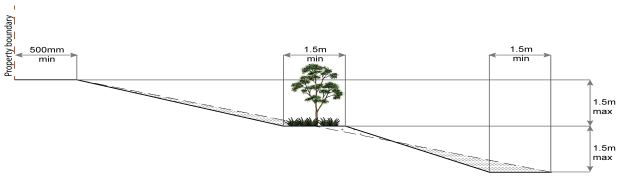
	a. photographic evidence and inspection date of the installation of approved underdrainage; b. copy of the bioretention filter media delivery dockets/quality certificates confirming the materials comply with specifications in the approved Stormwater Management Plan; c. date of the final inspection.
Site works and construction management	
PO51 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO52 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E52.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E52.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to

	commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E52.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E52.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO53 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E53** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO54 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre.	**E54.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
	E54.2 All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads.
	E54.3 Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times.

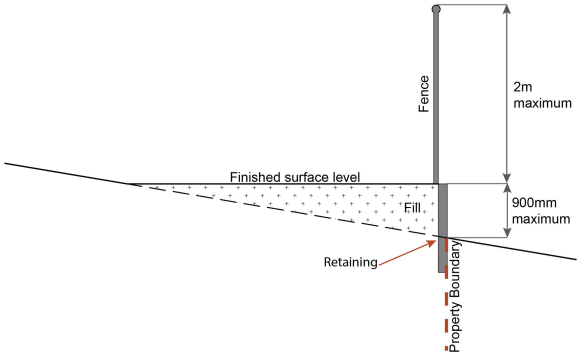
Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	**E54.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E.
	E54.5 Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads.
	E54.6 Access to the development site is obtained via an existing lawful access point.
PO55 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E55** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO56 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas.	**E56** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.

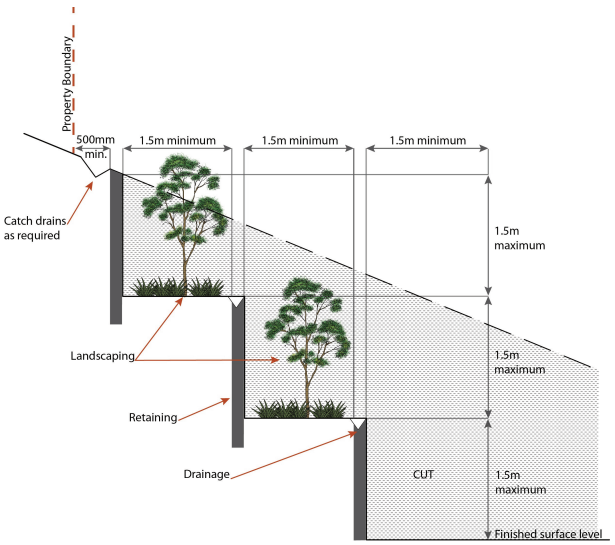
Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	
PO57 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E57.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E57.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO58 All development works are carried out at times which minimise noise impacts to residents.	**E58** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO59	No example provided.

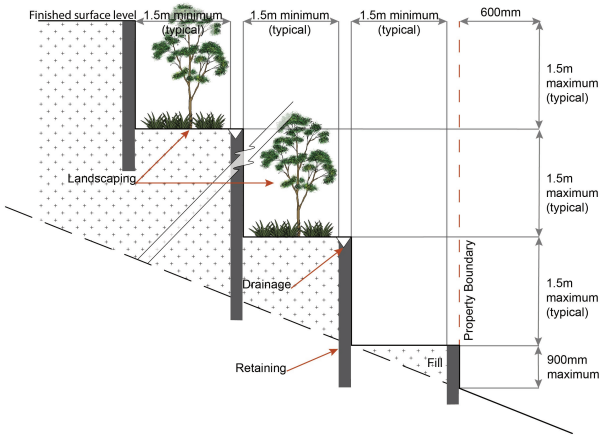
Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the Council or other person engaged in the provision of public utility services is to be carried with the development and at no cost to Council.	
Earthworks	
PO60 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E60.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E60.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E60.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E60.4 All filling or excavation is contained within the site and is free draining.
	E60.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E60.6 The site is prepared and the fill placed on-site in accordance with AS3798.

	Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E60.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO61 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E61** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO62 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	**E62.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
	E62.2 Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes.

	Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO63 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO64 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO65 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E65** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or

	ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO66 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E66** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO67

Development incorporates a fire fighting system that:

a. satisfies the reasonable needs of the fire fighting entity for the area;
b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.

E67.1

External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:
    i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
    ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
    iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities;
d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.

E67.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E67.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO68 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E68** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.

PO69 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E69** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO70 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E70.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E70.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO71 Infrastructure does not have an impact on pedestrian health and safety.	**E71** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO72 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility:	**E72** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.

a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO73 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E73.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E73.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO74 A new Telecommunications facility(81) is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E74** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO75 Telecommunications facilities(81) do not conflict with lawful existing land uses both on and adjoining the site.	**E75** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO76 The Telecommunications facility(81) does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line;	**E76.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E76.2 In all other areas towers do not exceed 35m in height.

e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E76.3** Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E76.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E76.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E76.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO77 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E77** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO78 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E78** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.

Values and constraints criteria	
Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO79 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E79** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO80 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or	No example provided.

c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	
PO81 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO82 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO83 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.
PO84	No example provided.

Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	
PO85 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E85** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO86 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E86** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO87 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E87.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E87.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO88 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over:	No example provided.

a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and acceptable outcomes. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park(57)	
PO89 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E89** 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.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO90 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E90** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.

7.2.3.2.8 Light industry sub-precinct

7.2.3.2.8.1 Purpose - Light industry sub-precinct

Note - The Town centre light industry sub-precinct is intended to serve local and short term needs close to the town centre community, with good access and low amenity impacts.

1. The purpose of the Light industry sub-precinct will be achieved through the following overall outcomes:

    a. The Light industry sub-precinct will facilitate and maintain the long term viability of a range of low impact and low intensity industry, service and business activities which are compatible with the adjacent Mixed business sub-precinct, and nearby Residential north sub-precinct.

    b. Development for a use that is ancillary to a low impact industry[(42)] activity on the same site which directly supports industry and workers may be accommodated.

    c. The operation and viability of low impact industry[(42)] activities is protected from the intrusion of incompatible uses.

    d. Low impact industry[(42)] activities are located, designed and managed to:

        i. maintain the health and safety of people;

        ii. avoid significant adverse effects on the natural environment;

        iii. minimise the possibility of adverse impacts on surrounding non-industrial uses.

    e. Development incorporates a range of building materials, vertically and horizontally articulated facades, landscaping, promotion of customer entry points, and safe and legible pedestrian access.

    f. Development encourages public transport patronage and active transport choices through the increased provision of appropriate end of trip facilities.

    g. Low impact industry[(42)] activities which involve a high level of contact with the general public are located along a main street and provide a high quality built form and landscaped environment to the street.

    h. Development fronting the main street is of a scale, character and built form that will positively contribute to a high standard of visual amenity along main street (East Street).

    i. General works associated with the development achieves the following:

        i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);
        ii. the development manages stormwater to:

            A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
            B. prevent stormwater contamination and the release of pollutants;
            C. maintain or improve the structure and condition of drainage lines and riparian areas;
            D. avoid off-site adverse impacts from stormwater.

        iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

j. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

k. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

l. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

m. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

n. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

o. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

p. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

q. Development constraints:

    i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

        A. adopting a ‘least risk, least impact’ approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
        B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
        C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
        D. ensuring effective and efficient disaster management response and recovery capabilities;
        E. for overland flow path;

            I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
            II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
            III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
            IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

r. Development in the Light industry sub-precinct is for one or more of the uses identified below:

• Agricultural supplies store(2) • Animal husbandry(4) • Aquaculture(6) (where in a building) • Bulk landscape supplies(9) • Caretaker's accommodation(10) • Car wash(11) • Educational establishment(24) (where for technical and trade related education only)	• Emergency services(25) • Food and drink outlet(28)(where not exceeding 100m^2 GFA) • Garden centre(31) • Hardware and trade supplies(32) • Indoor sport and recreation(38) (if not within 100m walking distance of the Centre core sub-precinct)	• Low impact industry(42) • Outdoor sales(54) • Research and technology industry(64) • Sales office(72) • Service industry(73) • Service station(74) • Warehouse(88)

s. Development in the Light industry sub-precinct does not include one or more of the following uses:

• Air services(3) • Animal keeping(5) • Bar(7) • Brothel(8) • Cemetery(12) • Child care centre(13) • Club(14) • Community care centre(15) • Community residence(16) • Community use(17) • Crematorium(18) • Cropping(19) • Detention facility(20) • Dual occupancyCould not findID-2693465-5148	• Food and drink outlet(28) - if greater than 100m^2 GFA • Function facility(29) • Funeral parlour(30) • Health care services(33) • High impact industry(34) • Home based business(35) • Intensive animal industry(39) • Intensive horticulture(40) • Landing(41) • Major electricity infrastructure(43) • Major sport, recreation and entertainment facility(44) • Market(46) • Multiple dwellingCould not findID-2693465-5213	• Outdoor sport and recreation(55) • Parking station(58) • Permanent plantation(59) • Relocatable home park(62) • Renewable energy facility(63) • Residential care facility(65) • Resort complex(66) • Retirement facility(67) • Roadside stall(68) • Rural industry(70) • Rural workers' accommodation(71) • Short-term accommodation(77)

• Dwelling houseCould not findID-2693465-5150 • Dwelling unit[23] • Educational establishment[24] (where not for technical and trade related education) • Environment facility[26] • Extractive industry[27]	• Nightclub entertainment facility[51] • Non-resident workforce accommodation[52]	• Theatre[82] • Tourist attraction[83] • Tourist park[84] • Veterinary services[87] • Winery[90]

t. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the zone.

7.2.3.2.8.2 Requirements for assessment

Part K - Criteria for assessable development - Light industry sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part K, Table 7.2.3.2.8.1, as well as the purpose statement and overall outcomes.

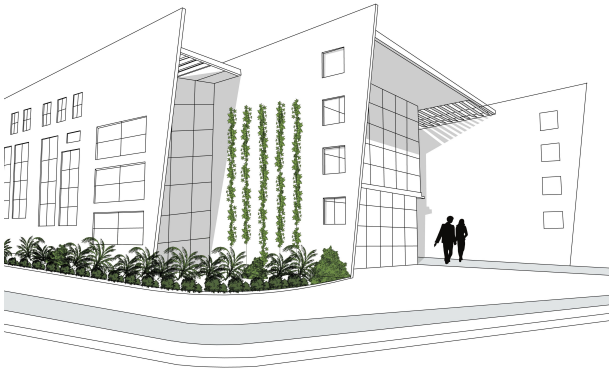
Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

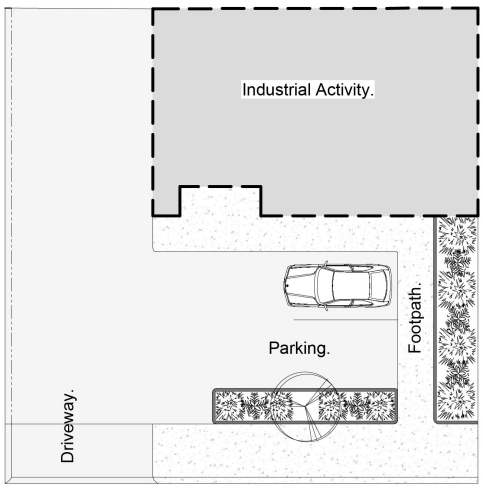
Table 7.2.3.2.8.1 Assessable development - Light industry sub-precinct

Performance outcome	Examples that achieve aspects of the Performance Outcome
General criteria	
Site cover	
PO1 Building site cover allows for adequate on-site provision of: a. car parking; b. vehicle access and manoeuvring; c. setbacks to boundaries; d. landscaped areas.	No example provided.
Building height	
PO2	**E2**

Performance outcome	Examples that achieve aspects of the Performance Outcome
The height of buildings reflect the individual character of the precinct.	Building heights do not to exceed that mapped on Neighbourhood development plan map - Building heights.
Setbacks	
PO3 Development addresses and activates streets and public spaces by: a. establishing and maintaining interaction, pedestrian activity and casual surveillance through appropriate land uses and building design (e.g. the use of windows or glazing and avoiding blank walls with the use of sleeving); b. ensuring buildings and individual tenancies address street frontages and other areas of pedestrian movement; c. new buildings adjoin or are within 3m of a primary street frontage, civic space or public open space; d. locating car parking areas behind or under buildings to not dominate the street environment; e. providing visual interest to the façade (e.g. windows or glazing, variation in colours, materials, finishes, articulation, recesses or projections); f. establishing or maintaining human scale.	**E3.1** New buildings and extensions adjacent to street frontages are built to the street alignment.
	E3.2 At grade car parking: a. does not adjoin a main street or a corner; b. where at grade car parking areas adjoins a street (other than a main street) or civic space they should not take up more than 40% of the length of the street frontage. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.
	E3.3 Development on corner lots: a. addresses both street frontages; b. express strong visual elements, including feature building entries.
	E3.4 Where adjoining the main street frontage, individual tenancies do not exceed 20m in length.
PO4 Side and rear boundary setbacks maintain views, privacy, access to natural light and the visual amenity of adjoining sensitive land uses.	**E4** Where development adjoins non-Light industry sub-precinct land, the building is setback a minimum of 3m from the property boundary and includes landscaping along the boundary appropriate for screening with a mature height of at least 3m. Note - Refer to Planning scheme policy - Integrated design for determining acceptable levels of landscaping for screening purposes.

Performance outcome	Examples that achieve aspects of the Performance Outcome
Building appearance and design	
PO5 Building on highly visible sites incorporate a high standard of industrial design and construction, which adds visual interest to the streetscape and reduces the perceived bulk of the building from the street. Note - The following example illustrates an acceptable design response to this outcome.  	**E5** Where fronting a main street, or visible from a residential use or Mixed business sub-precinct lot, buildings provide a high level of architectural design, by incorporating: a. a range of building materials, colours and features; b. facade articulation along street frontages; c. design features to promote customer entry points; d. materials that are not highly reflective.
PO6 Buildings on highly visible corner allotments: a. address both street frontages; b. contain building openings facing both street frontages; c. do not present blank unarticulated walls to either frontage. Note - The following example illustrates an acceptable design response to this outcome.	No example provided.

Performance outcome	Examples that achieve aspects of the Performance Outcome
	
Staff recreation area	
PO7 Development provides an on-site recreation area for staff that: a. includes seating, tables and rubbish bins; b. is adequately protected from the weather; c. is safely accessible to all staff; d. is separate and private from public areas; e. is located away from a noisy or odorous activity.	No example provided.
Landscaping	
PO8 Landscaping is provided on the site to: a. visually soften the built form, areas of hardstand, storage areas and mechanical plant associated with the on-site activities; b. complement the existing or desired streetscape; c. minimise the impact of industrial development on adjoining lots not within an industrial precinct or sub-precinct.	**E8** Landscaping is provided and maintained in accordance with Planning scheme policy - Integrated design.
Fencing	

Performance outcome	Examples that achieve aspects of the Performance Outcome
PO9 The provision of fencing on street frontages does not dominate the streetscape or create safety issues. Note - The following example illustrates an acceptable design response to this outcome. 	**E9** Where fencing is provided on the street frontage, it has a minimum transparency of 70%.
Public access	
PO10 The use has a safe, clearly identifiable public access separated from service and parking areas. Note - The following diagram illustrates an acceptable design response to this outcome.  	**E10.1** Pedestrian linkages are provided from the street and customer car parking areas directly to the main entrance of the building. **E10.2** The public access is separated from industrial service areas.

Performance outcome	Examples that achieve aspects of the Performance Outcome
Car parking	
PO11 Car parking is provided on-site to meet the anticipated demand of employees and visitors and avoid adverse impacts on the external road network. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E11** Car parking is provided in accordance with Schedule 7 - Car parking.
PO12 The design of car parking areas: a. does not impact on the safety of the external road network; b. ensures the safety of pedestrians at all times; c. ensures the safe movement of vehicles within the site.	**E12** All car parking areas are designed and constructed in accordance with Australian Standard AS 2890.1 Parking facilities Part 1: Off-street car parking.
PO13 The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas through providing pedestrian paths in car parking areas that are: a. located along the most direct routes between building entrances, car parks and adjoining uses; b. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc); c. of a width to allow safe and efficient access for prams and wheelchairs.	No example provided.
Bicycle parking and end of trip facilities Note - Building work to which this code applies constitutes Major Development for purposes of development requirements for end of trip facilities prescribed in the Queensland Development Code MP 4.1.	
PO14 a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include:	**E14.1** Minimum bicycle parking facilities are provided at a rate of 1 bicycle parking space for every 3 vehicles parking spaces required by Schedule 7 – Car parking.

Performance outcome	Examples that achieve aspects of the Performance Outcome
i. adequate bicycle parking and storage facilities; and ii. adequate provision for securing belongings; and iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors. b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to: i. the projected population growth and forward planning for road upgrading and development of cycle paths; or ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters. Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc. Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.	Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council. **E14.2** Bicycle parking is: a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*; b. protected from the weather by its location or a dedicated roof structure; c. located within the building or in a dedicated, secure structure for residents and staff; d. adjacent to building entrances or in public areas for customers and visitors. Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3. Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building. Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council. **E14.3** For non-residential uses, storage lockers: a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number); b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

<table>
<tr><th>Performance outcome</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td></td><td>
Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
</td></tr>
<tr><td></td><td>
E14.4

For non-residential uses, changing rooms:

a. are provided at a rate of 1 per 10 bicycle parking spaces;
b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:
<table>
<tr><th>Bicycle spaces provided</th><th>Male/ Female</th><th>Change rooms required</th><th>Showers required</th><th>Sanitary compartments required</th><th>Washbasins required</th></tr>
<tr><td>1-5</td><td>Male and female</td><td>1 unisex change room</td><td>1</td><td>1 closet pan</td><td>1</td></tr>
<tr><td>6-19</td><td>Female</td><td>1</td><td>1</td><td>1 closet pan</td><td>1</td></tr>
<tr><td rowspan="3">20 or more</td><td>Male</td><td>1</td><td>1</td><td>1 closet pan</td><td>1</td></tr>
<tr><td>Female</td><td>1</td><td>2, plus 1 for every 20 bicycle spaces provided thereafter</td><td>2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter</td><td>1, plus 1 for every 60 bicycle parking spaces provided thereafter</td></tr>
<tr><td>Male</td><td>1</td><td>2, plus 1 for every 20 bicycle spaces provided thereafter</td><td>1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter</td><td>1, plus 1 for every 60 bicycle parking spaces provided thereafter</td></tr>
</table>
Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head.

Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1).

d. are provided with:
</td></tr>
</table>

Performance outcome	Examples that achieve aspects of the Performance Outcome
	i. a mirror located above each wash basin; ii. a hook and bench seating within each shower compartment; iii. a socket-outlet located adjacent to each wash basin. Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
Loading and servicing	
PO15 Service areas including loading/unloading facilities, plant areas, bin storage and outdoor storage areas are screened from the direct view from public areas and non-Light industry sub-precinct land. Note - If landscaping is proposed for screening purposes, refer to Planning scheme policy - Integrated design for determining acceptable levels.	No example provided.
PO16 Waste and waste storage areas are designed and managed in accordance with Planning scheme policy - Waste.	No example provided.
Waste	
PO17 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E17** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Environmental impacts	
PO18	**E18**

Performance outcome	Examples that achieve aspects of the Performance Outcome
Where a use is not an environmentally relevant activity under the Environmental Protection Act, the release of any containment that may cause environmental harm is mitigated to an acceptable level.	Development achieves the standard listed in Schedule 1 Air Quality Objectives, Environmental Protection (Air) Policy 2008.
Lighting	
PO19 Lighting is directed and shielded to not cause unreasonable disturbance to any person on adjoining land.	**E19** Artificial lighting on-site is directed and shielded in such manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - "Curfewed hours' are taken to be those hours between 10pm and 7am on the following day.
Noise	
PO20 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO21 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing to safe and usable public spaces, through maintaining high levels of surveillance of parks, streets and roads that serve active	**E21.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E21.2** Noise attenuation structures (e.g. walls, barriers or fences):

Performance outcome	Examples that achieve aspects of the Performance Outcome
transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO22 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO23 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options;	No example provided.

Performance outcome	Examples that achieve aspects of the Performance Outcome
d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	
PO24 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO25 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E25.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E25.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E25.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E25.4 The development layout allows forward vehicular access to and from the site.
PO26	**E26.1**

Performance outcome	Examples that achieve aspects of the Performance Outcome
Safe access facilities are provided for all vehicles required to access the site.	Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E26.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E26.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.

Performance outcome	Examples that achieve aspects of the Performance Outcome
	E26.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO27 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E27** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO28 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E28.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E28.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO29 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network;	No example provided.

Performance outcome	Examples that achieve aspects of the Performance Outcome
b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO30 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: ● Development is near a transport sensitive location; ● Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; ● Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection;	**E30.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E30.2**

Performance outcome	Examples that achieve aspects of the Performance Outcome
• Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	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 - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E30.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO31 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E31** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres;

<table>
<tr><th>Performance outcome</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td></td><td>ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres;

iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres.

c. Where the through road provides an arterial function:

i. intersecting road located on the same side = 300 metres;

ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres;

iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres;

d. Walkable block perimeter does not exceed 1000 metres.

Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.</td></tr>
<tr><td>PO32

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.</td><td>E32

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

<table><tr><th>Situation</th><th>Minimum construction</th></tr></table></td></tr>
</table>

<table>
<tr><th>Performance outcome</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td>Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td><td>
<table>
<tr><td>Frontage road unconstructed or gravel road only;

OR

Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard;

OR

Frontage road partially constructed* to Planning scheme policy - Integrated design standard.</td><td>Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.

The minimum total travel lane width is:

• 6m for minor roads;

• 7m for major roads.</td></tr>
</table>

Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).

Note - Alignment within road reserves is to be agreed with Council.

Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td></tr>
<tr><td colspan="2">Stormwater</td></tr>
<tr><td>PO33</td><td>E33.1</td></tr>
</table>

Performance outcome	Examples that achieve aspects of the Performance Outcome
Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E33.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E33.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO34 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E34.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E34.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E34.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E34.5 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO35	**E35**

Performance outcome	Examples that achieve aspects of the Performance Outcome
Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO36 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO37 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO38 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and	No example provided.

<table>
<tr><th>Performance outcome</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td>b. will result in:

i. 6 or more dwellings; or

ii. an impervious area greater than 25% of the net developable area,

stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td><td></td></tr>
<tr><td>PO39

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td><td>E39

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr><tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr><tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr></table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.</td></tr>
</table>

Performance outcome	Examples that achieve aspects of the Performance Outcome
	Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
PO40 Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.	No example provided.
PO41 Council is provided with accurate representations of the completed stormwater management works within residential developments.	**E41** "As Built" drawings and specifications of the stormwater management devices certified by an RPEQ is provided. Note - Documentation is to include: a. photographic evidence and inspection date of the installation of approved underdrainage; b. copy of the bioretention filter media delivery dockets/quality certificates confirming the materials comply with specifications in the approved Stormwater Management Plan; c. date of the final inspection.
Site works and construction management	
PO42 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO43 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E43.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions;

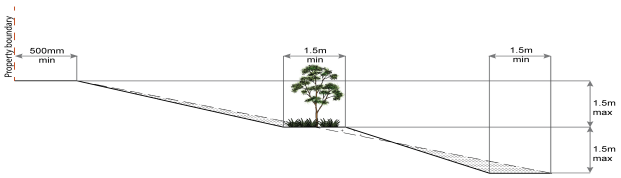
Performance outcome	Examples that achieve aspects of the Performance Outcome
	b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E43.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E43.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E43.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO44 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E44** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.

Performance outcome	Examples that achieve aspects of the Performance Outcome
PO45 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	**E45.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe. **E45.2** All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads. **E45.3** Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E45.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E45.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads.

Performance outcome	Examples that achieve aspects of the Performance Outcome
	E45.6 Access to the development site is obtained via an existing lawful access point.
PO46 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E46** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO47 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E47** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO48 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E48.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works.
	E48.2 Disposal of materials is managed in one or more of the following ways:

Performance outcome	Examples that achieve aspects of the Performance Outcome
	a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO49 All development works are carried out at times which minimise noise impacts to residents.	**E49** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO50 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO51 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils;	**E51.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E51.2

Performance outcome	Examples that achieve aspects of the Performance Outcome
e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E51.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E51.4 All filling or excavation is contained within the site and is free draining.
	E51.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E51.6 The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E51.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO52 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E52** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped.

<table>
<tr><th>Performance outcome</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td></td><td>Figure - Embankment
 
</td></tr>
<tr><td rowspan="2">PO53

Filling or excavation is undertaken in a manner that:

a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land;

b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes.

Note - Public sector entity is defined in Schedule 2 of the Act.</td><td>E53.1

No earthworks are undertaken in an easement issued in favour of Council or a public sector entity.

Note - Public sector entity is defined in Schedule 2 of the Act.</td></tr>
<tr><td>E53.2

Earthworks that would result in any of the following are not carried out on-site:

a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm;

b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and

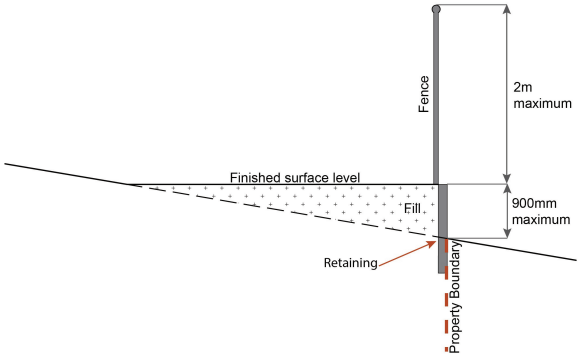
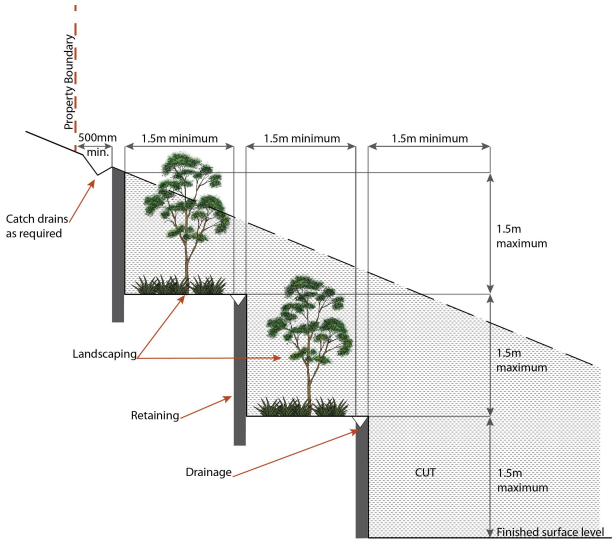
c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes.

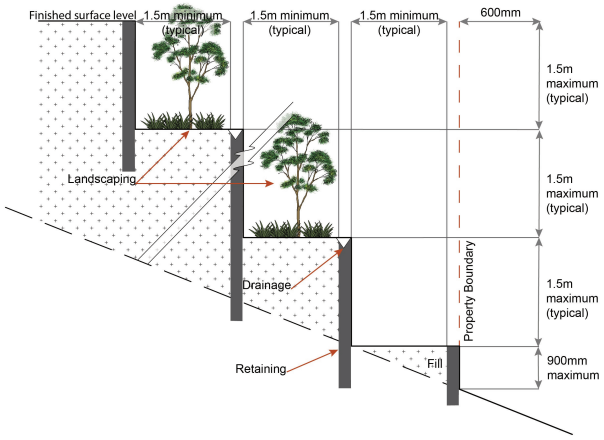
Note - Public sector entity is defined in Schedule 2 of the Act.

Note - All building work covered by QDC MP1.4 is excluded from this provision.</td></tr>
<tr><td>PO54

Filling or excavation does not result in land instability.</td><td>No example provided.</td></tr>
</table>

Performance outcome	Examples that achieve aspects of the Performance Outcome
Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	
PO55 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO56 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E56** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO57	**E57**

Performance outcome	Examples that achieve aspects of the Performance Outcome
All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below. 

Performance outcome	Examples that achieve aspects of the Performance Outcome
	

Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO58 Development incorporates a fire fighting system that: a. satisfies the reasonable needs of the fire fighting entity for the area;	**E58.1** External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

<table>
<tr><th>Performance outcome</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td rowspan="3">b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.</td><td>Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks(84) or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:

i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
iii. for outdoor sales(54), processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales(54), outdoor processing and outdoor storage facilities;

d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.</td></tr>
<tr><td>E58.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;
c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance;
d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.</td></tr>
<tr><td>E58.3

On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment.</td></tr>
<tr><td>PO59</td><td>E59</td></tr>
</table>

Performance outcome	Examples that achieve aspects of the Performance Outcome
On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
PO60 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E60** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads.

Performance outcome	Examples that achieve aspects of the Performance Outcome
	Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Industrial land uses	
PO61 Ancillary office(53), administration functions, retail sales and customer service components do not compromise the primary use of the site for industrial purposes or compromise the viability, role or function of the Caboolture West centres network.	**E61** The combined area of ancillary non-industrial activities, including but not limited to offices(53), administration functions, display and retail sale of commodities, articles or goods resulting from the industrial processes on-site, does not exceed 30% of the GFA or 500m^2, whichever is the lesser.
PO62 Buildings directly adjoining non-Enterprise and employment precinct land: a. are compatible with the character of the adjoining area; b. minimise overlooking and overshadowing; c. maintain privacy; d. do not cause significant loss of amenity to neighbouring residents by way of noise, vibration, odour, lighting, traffic generation and hours of operation.	No example provided.
PO63 Non-industrial components of buildings (including offices and retail areas) are designed as high quality architectural features and incorporate entry area elements such as forecourts, awnings and the architectural treatment of roof lines and fascias.	No example provided.
Non-industrial land uses	
PO64 With the exception of caretaker's accommodation(10), residential and other sensitive land uses do not establish within the sub-precinct.	No example provided.

Performance outcome	Examples that achieve aspects of the Performance Outcome
PO65 Non-industrial uses: a. are consolidated with existing non-industrial uses in the sub-precinct; b. do not compromise the viability, role or function of the Caboolture West's centres network; c. are not subject to adverse amenity impacts or risk to health from industrial activities; d. do not constrain the function or viability of future industrial activities in Enterprise and employment precinct. Note - The submission of an Economic Impact Report or Hazard and Nuisance Mitigation Plan may be required to justify compliance with this outcome.	No example provided.
PO66 Where located on a Local street, non-industrial uses provide only direct convenience retail or services to the industrial workforce.	No example provided.
PO67 Traffic generated by non-industrial uses does not detrimentally impact the operation and functionality of the external road network.	No example provided.
PO68 The design of non-industrial buildings in the Light industry sub-precinct: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, a consistent building line, blank walls that are visible from public places are treated to not negatively impact the surrounding amenity); b. contributes to a safe environment (e.g. through the use of lighting and not resulting in concealed recesses or potential entrapment areas); c. incorporates architectural features within the building facade at the street level to create human scale (e.g. awnings).	No example provided.

Performance outcome	Examples that achieve aspects of the Performance Outcome
PO69 Building entrances: a. are readily identifiable from the road frontage; b. add visual interest to the streetscape; c. are designed to limit opportunities for concealment; d. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites. Note - The design provisions for footpaths outlined in Planning scheme policy - Integrated design may assist in demonstrating compliance with this outcome.	**E69.1** The main entrance to the building is clearly visible from and addresses the primary street frontage. **E69.2** Where the building does not adjoin the street frontage, a dedicated and sealed pedestrian footpath is provided between the street frontage and the building entrance.
PO70 Development of caretaker's accommodation(10): a. does not compromise the productivity of the use occurring on-site and in the surrounding area; b. is domestic in scale; c. provides adequate car parking provisions exclusive on the primary use of the site; d. is safe for the residents; e. has regard to the open space and recreation needs of the residents.	**E70** Caretaker's accommodation(10): a. has a maximum GFA is 80m^2; b. does not gain access from a separate driveway to that of the industrial use; c. provides a minimum 16m^2 of private open space directly accessible from a habitable room; d. provides car parking in accordance with the car parking rates table.
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO71 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures;	**E71.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls.

Performance outcome	Examples that achieve aspects of the Performance Outcome
f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E71.1** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO72 Infrastructure does not have an impact on pedestrian health and safety.	**E72** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO73 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E73** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO74 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E74.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E74.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO75	**E75**

Performance outcome	Examples that achieve aspects of the Performance Outcome
A new Telecommunications facility[(81)] is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO76 Telecommunications facilities[(81)] do not conflict with lawful existing land uses both on and adjoining the site.	**E76** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO77 The Telecommunications facility[(81)] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E77.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E77.2 In all other areas towers do not exceed 35m in height.
	E77.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E77.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E77.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E77.6

Performance outcome	Examples that achieve aspects of the Performance Outcome
	A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO78 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E78** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO79 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E79** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.

Values and constraints criteria

Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.

Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply)

Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter.

Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites.

Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.

Performance outcome	Examples that achieve aspects of the Performance Outcome
PO80 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E80** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO81 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO82 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply)	

Performance outcome	Examples that achieve aspects of the Performance Outcome
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.	
PO83 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO84 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.
PO85 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO86	**E86**

Performance outcome	Examples that achieve aspects of the Performance Outcome
Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO87 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E87** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO88 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E88.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E88.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO89 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples.	No example provided.

Performance outcome	Examples that achieve aspects of the Performance Outcome
Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park[57]	
PO90 Development for a Park[57] ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E90** 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.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO91 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E91** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.

7.2.3.2.9 Specialised centre sub-precinct

7.2.3.2.9.1 Purpose - Specialised centre sub-precinct

1. The purpose of the Specialised centre sub-precinct will be achieved through the following overall outcomes:

    a. Development of uses that support and complement the role and function of the Specialised centre and provide a local function may be accommodated.

    b. The operation and viability of the Specialised centre are protected from the intrusion of incompatible uses.

    c. The design, siting and construction of buildings for large footprint bulky goods retail, hardware and trade supplies and complementary activities:

        i. maintain a human scale, through appropriate building heights and form;

        ii. provides attractive frontages that address internal and external public spaces and adjoining main streets;

        iii. improve pedestrian connectivity and walkability between key destinations within and external to the site through public realm improvements;

        iv. ensure the safety, comfort and enjoyment of residents, visitors and workers;

        v. provide for active and passive surveillance of the public spaces and road frontages;

        vi. ensure parking, manoeuvring and servicing areas are designed, located and aesthetically treated to not be visually dominant features from the streetscape and public spaces.

    d. General works associated with the development achieves the following:

        i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);
        ii. the development manages stormwater to:

            A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
            B. prevent stormwater contamination and the release of pollutants;
            C. maintain or improve the structure and condition of drainage lines and riparian areas;
            D. avoid off-site adverse impacts from stormwater.

        iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

    e. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

    f. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

    g. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

h. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

i. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

j. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

k. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

l. Development constraints:

   i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

      A. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
      B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
      C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
      D. ensuring effective and efficient disaster management response and recovery capabilities;
      E. for overland flow path;

         I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
         II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
         III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
         IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

m. Development in the Specialised centre sub-precinct is for one or more of the uses identified below:

• Caretaker's accommodation[(10)] • Car wash[(11)] • Emergency services[(25)]	• Garden centre[(31)] • Hardware and trade supplies[(32)]	• Outdoor sales[(54)] • Showroom[(78)]

n. Development in the Specialised centre sub-precinct does not include one or more of the following uses:

- Air services[3]
- Animal husbandry[4]
- Animal keeping[5]
- Aquaculture[6]
- Bar[7]
- Brothel[8]
- Cemetery[12]
- Child care centre[13]
- Club[14]
- Community care centre[15]
- Community residence[16]
- Community use[17]
- Crematorium[18]
- Cropping[19]
- Detention facility[20]
- Dual occupancyCould not findID-2693465-5148
- Dwelling houseCould not findID-2693465-5150
- Dwelling unit[23]
- Educational Establishment[24]
- Extractive industry[27]
- Food and drink outlet[28] - if including a drive through
- Function facility[29]
- Health care services[33]
- High impact industry[34]
- Hotel[37]
- Intensive animal industry[39]
- Intensive horticulture[40]
- Low impact industry[42]
- Major sport, recreation and entertainment facility[44]
- Market[46]
- Marine industry[45]
- Medium impact industry[47]
- Motor sport facility[48]
- Multiple dwellingCould not findID-2693465-5213
- Nature based tourism[50]
- Nightclub entertainment facility[51]
- Non-resident workforce accommodation[52]
- Office[53]
- Outdoor sport and recreation[55]
- Parking station[58]
- Permanent plantation[59]
- Port services[61]
- Relocatable home park[62]
- Renewable energy facility[63]
- Research and technology industry[64]
- Residential care facility[65]
- Rooming accommodation[69]
- Resort complex[66]
- Retirement facility[67]
- Roadside stall[68]
- Rural industry[70]
- Rural workers' accommodation[71]
- Sales office[72]
- Service industry[73]
- Shop[75] - if for a supermarket, department or discount department store or having a gfa less than 500m^2
- Shopping centre[76] - if including a supermarket, department or discount department store or a shop having a gfa less than 500m^2
- Short-term accommodation[77]
- Special industry[79]
- Theatre[82]
- Tourist attraction[83]
- Tourist park[84]
- Transport depot[85]
- Warehouse[88]
- Winery[90]

• Home based business[35] • Hospital[36]		

o. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the zone.

7.2.3.2.9.2 Requirements for assessment

Part L - Criteria for assessable development - Specialised centre sub-precinct

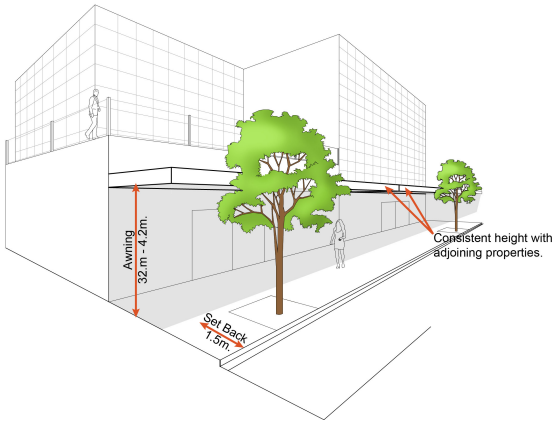
Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part L, Table 7.2.3.2.9.1, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.2.9.1 Assessable development - Specialised centre sub-precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Centre network and function	
PO1 Development in the Specialised centre sub-precinct: a. is of a size, scale, range of services and location commensurate with the role and function of this sub-precinct in the centres network; b. provides for bulky retail and commercial activities. Note - Refer to Table 7.2.3.4 Caboolture West - centres network.	No example provided.
Active frontage	
PO2 Buildings and individual tenancies address street frontages and other areas of pedestrian movement.	No example provided.
Setbacks	
PO3 Side and rear setbacks are of a dimension to:	No example provided.

a. cater for required openings, the location of loading docks and landscaped buffers etc.; b. protect the amenity of adjoining sensitive land uses.	
Site area	
PO4 The development has sufficient area and dimensions to accommodate required buildings and structures, vehicular access, manoeuvring and parking and landscaping.	No example provided.
Building height	
PO5 The height of buildings reflect the individual character of the centre.	**E5** Building heights do not to exceed that mapped on Neighbourhood development plan map - Building heights.
Built form	
PO6 Awnings are provided at the ground floor fronting pedestrian footpaths. Awnings: a. provide adequate protection for pedestrians from solar exposure and inclement weather; b. are integrated with the design of the building and the form and function of the street; c. do not compromise the provision of street trees and signage; d. ensure the safety of pedestrians and vehicles.	**E6** Buildings incorporate an awning that: a. is cantilevered; b. extends from the face of the building; c. has a minimum height of 3.2m and not more than 4.2m above pavement level; d. does not extend past a vertical plane of 1.5m inside the kerb line to allow for street trees; e. aligns with adjoining buildings to provide continuous shelter where possible.

	Figure - Awning requirements 
PO7 All buildings exhibit a high standard of design and construction, which: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, a consistent building line, blank walls that are visible from public places are treated to not negatively impact the surrounding amenity); b. contributes to a safe environment (e.g. through the use of lighting and not resulting in concealed recesses or potential entrapment areas); c. incorporates architectural features within the building facade at the street level to create human scale.	No example provided.
PO8 Building entrances: a. are readily identifiable from the road frontage; b. add visual interest to the streetscape; c. are designed to limit opportunities for concealment; d. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites; e. Include footpaths that connect with adjoining sites; f. provide a dedicated, sealed pedestrian footpath between the street frontage and the building entrance.	No example provided.

Note - The design provisions for footpaths outlined in Planning scheme policy - Integrated design may assist in demonstrating compliance with this Performance Outcome.	
Car parking	
PO9 The provision of car parking spaces is: a. appropriate for the use; b. avoids an oversupply of car parking spaces. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E9** Car parking is provided in accordance with Schedule 7 - Car parking. Note - The above rates exclude car parking spaces for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards.
PO10 Car parking is designed to avoid the visual impact of large areas of surface car parking on the streetscape.	No example provided.
PO11 Car parking design includes innovative solutions including on-street parking and shared parking areas. Note - Refer to Planning scheme policy - Integrated design for details and examples of on-street parking.	No example provided.
PO12 The design of car parking areas: a. does not impact on the safety of the external road network; b. ensures the safety of pedestrians at all times; c. ensures the safe movement of vehicles within the site; d. interconnects with car parking areas on adjoining sites wherever possible.	**E12** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.
PO13 The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas through providing pedestrian paths in car parking areas that are:	No example provided.

a. located along the most direct pedestrian routes between building entrances, car parks and adjoining uses; b. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc); c. are of a width to allow safe and efficient access for prams and wheelchairs.	
Loading and servicing	
PO14 Loading and servicing areas: a. are not visible from any street frontage; b. are integrated into the design of the building; c. include screening and buffers to reduce negative impacts on adjoining sensitive land uses; d. are consolidated and shared with adjoining sites where possible. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design.	No example provided.
Waste	
PO15 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E15** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Landscaping and fencing	
PO16 On-site landscaping: a. is incorporated into the design of the development; b. reduces the dominance of car parking and servicing areas from the street frontage; c. incorporates shade trees in car parking areas; d. retains mature trees wherever possible;	No example is provided.

e. contributes to quality public spaces and the microclimate by providing shelter and shade; f. maintains the achievement of active frontages and sightlines for casual surveillance. Note - All landscaping is to accord with Planning scheme policy - Integrated design.	
PO17 Surveillance and overlooking are maintained between the road frontage and the main building line.	No example is provided.
Lighting	
PO18 Lighting is designed to provide adequate levels of illumination to public and communal spaces to maximise safety while minimising adverse impacts on residential and other sensitive land uses.	No example provided.
Amenity	
PO19 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, chemicals and other nuisance.	No example provided.
Noise	
PO20 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO21 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while:	**E21.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise.

a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E21.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO22 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO23 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options;	No example provided.

d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	
PO24 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO25 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E25.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E25.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E25.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E25.4 The development layout allows forward vehicular access to and from the site.
PO26 Safe access facilities are provided for all vehicles required to access the site.	**E26.1** Site access and driveways are designed, located and constructed in accordance with:

	a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS2890.1 Parking facilities - Off street car parking; ii. AS/NZS2890.2 - Parking facilities - Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in AustRoads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E26.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E26.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E26.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.

PO27 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E27** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO28 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E28.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E28.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO29 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location;	No example provided.

g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO30 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. 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	**E30.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E30.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E30.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.

connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	
PO31 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E31** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres;

	iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres; d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.
PO32 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m. Note - Frontage roads include streets where no direct lot access is provided. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport. Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.	**E32** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following: **Situation**: Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard. **Minimum construction**: Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is:

	• 6m for minor roads; • 7m for major roads. Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads. Note - Construction includes all associated works (services, street lighting and linemarking). Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO33 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E33.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E33.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E33.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO34 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E34.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.

	E34.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E34.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E34.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO35 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E35** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO36 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land	No example provided.

and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	
PO37 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO38 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in: i. 6 or more dwellings; or ii. an impervious area greater than 25% of the net developable area, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives. Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	No example provided.
PO39	**E39** Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table>
<tr>
<td>Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td>
<td>
<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr>
</table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td>
</tr>
<tr>
<td>PO40

Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.</td>
<td>No example provided.</td>
</tr>
<tr>
<td colspan="2">Site works and construction management</td>
</tr>
<tr>
<td>PO41

The site and any existing structures are maintained in a tidy and safe condition.</td>
<td>No example provided.</td>
</tr>
<tr>
<td>PO42

All works on-site are managed to:

a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light;
b. minimise as far as possible, impacts on the natural environment;
c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises;
d. avoid adverse impacts on street streets and their critical root zone.</td>
<td>E42.1

Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following:

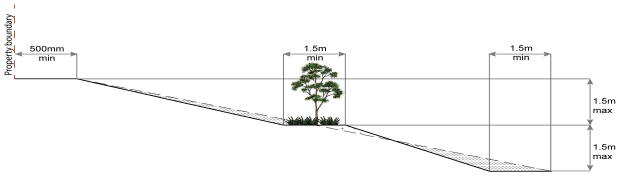
a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions;</td>
</tr>
</table>

	b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E42.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E42.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E42.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO43 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E43** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO44	**E44.1**

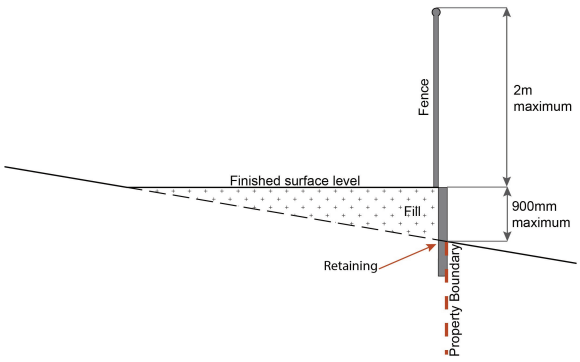
All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe. **E44.2** All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads. **E44.3** Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E44.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E44.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads. **E44.6**

	Access to the development site is obtained via an existing lawful access point.
PO45 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E45** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO46 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E46** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO47 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E47.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E47.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.

PO48 All development works are carried out at times which minimise noise impacts to residents.	**E48** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO49 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO50 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E50.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E50.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E50.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E50.4 All filling or excavation is contained within the site and is free draining.

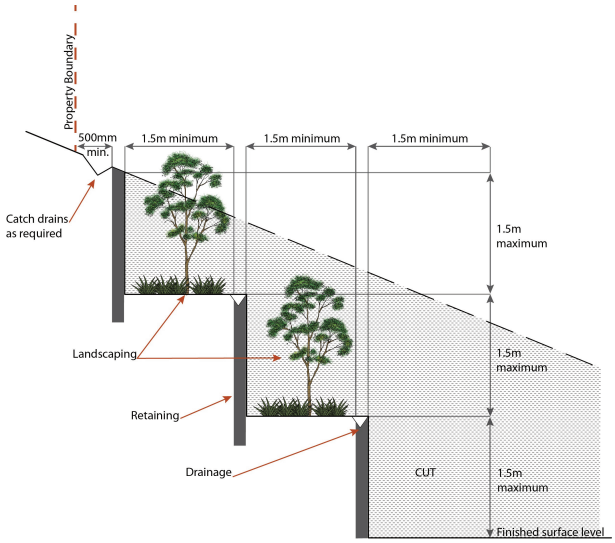
	E50.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E50.6 The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E50.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO51 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E51** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO52 Filling or excavation is undertaken in a manner that:	**E52.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity.

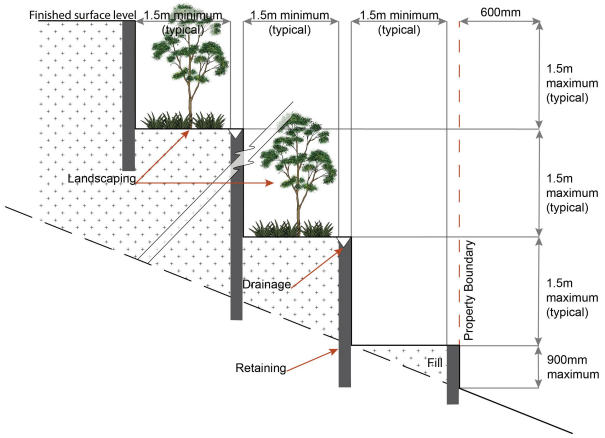
a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	Note - Public sector entity is defined in Schedule 2 of the Act. **E52.2** Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO53 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO54 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme	No example provided.

policy - Integrated design for guidance on infrastructure design and modelling requirements..	
PO55 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E55** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO56 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E56** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the

equivalent height of the retaining structure from any property boundary;

d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or

iii. material change of use for a Tourist park(84) with accommodation in the form of caravans or tents; or

iv. material change of use for outdoor sales(54), outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or

ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO57 Development incorporates a fire fighting system that: a. satisfies the reasonable needs of the fire fighting entity for the area; b. is appropriate for the size, shape and topography of the development and its surrounds; c. is compatible with the operational equipment available to the fire fighting entity for the area; d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another; e. considers the fire hazard inherent in the surrounds to the development site; f. is maintained in effective operating order. Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.	**E57.1** External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable: a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks(84) or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. for outdoor sales(54), processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales(54), outdoor processing and outdoor storage facilities; d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.
	E57.2

	A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m; c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E57.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO58 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E58** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form;

	b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
PO59 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E59** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Caretaker's accommodation(10)	
PO60 With the exception of caretaker's accommodation(10), residential and other sensitive land uses do not establish within the Specialised centre sub-precinct.	No example provided.
PO61 Development of caretaker's accommodation(10): a. does not compromise the productivity of the use occurring on-site and in the surrounding area; b. is domestic in scale; c. provides adequate car parking provisions exclusive of the primary use of the site; d. is safe for the residents; e. has regard to the open space and recreation needs of the residents.	**E61** Caretaker's accommodation(10): a. has a maximum GFA of 80m^2; b. does not gain access from a separate driveway to that of the industrial use; c. provides a minimum 16m^2 of private open space directly accessible from a habitable room; d. provides car parking in accordance with the car parking rates table.
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO62	**E62.1**

The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls.
	E62.2 A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO63 Infrastructure does not have an impact on pedestrian health and safety.	**E63** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO64 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E64** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO65 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E65.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.

	E65.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO66 A new Telecommunications facility[81] is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E66** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO67 Telecommunications facilities[81] do not conflict with lawful existing land uses both on and adjoining the site.	**E67** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO68 The Telecommunications facility[81] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E68.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E68.2 In all other areas towers do not exceed 35m in height.
	E68.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E68.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E68.5

	The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E68.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO69 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E69** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO70 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E70** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.

Values and constraints criteria

Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.

Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply)

Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter.

Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites.

Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.

PO71 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E71** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO72 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO73 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	

PO74 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO75 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.
PO76 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO77 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E77** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.

PO78 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E78** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO79 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E79.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E79.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO80 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO81 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that:	**E81** 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.

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.	
Infrastructure buffers (refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply)	
PO82 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E82** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.

7.2.3.3 Enterprise and employment precinct

7.2.3.3.1 Purpose – Enterprise and employment precinct

Editor's note - A major enterprise and employment area is located on flat land in the north-east, near D'Aguilar Highway. Intended uses include a major concentration of employment-generating development, dominated by low and medium impact industries and a degree of large format retail (e.g. hardware) is also expected along the four lane main street between King Street (a major access point to Caboolture West) and Stern Road/Town centre. Each of these intended developments is assigned a sub-precinct.

The dedicated public transport right of way enters the sub-precinct passing behind industry land before turning south along the powerline corridor towards the Town centre. Two transit stops are proposed and neighbourhood hubs may also emerge at these locations to service workers with food and drink and other essential business activities.

A mix of lot sizes, from 2000m2 to 5ha, is expected. Low impact industry**(42)** is located close to surrounding residential areas to minimise amenity effects to nearby residents. A loose grid of streets is designed to maximise block regularity as well as access. Cul-de-sacs are not preferred due to turning and congestion difficulties. Street connections to surrounding areas are provided although through traffic must be carefully managed.

Open space is extensive due to the number of significant waterways as well as the north-south powerline corridor, also used for the dedicated public transport right of way and paths and potentially active open space uses. Open space corridors range in width from 50m to 200m wide.

1. The Enterprise and employment precinct is generally established in the north-east quadrant of the Caboolture West local plan area and is intersected by the Green network precinct.

2. The Enterprise and employment precinct is intended to be developed as the primary location for low to medium impact industry uses and industry employment within the Caboolture West local plan area, complementing the other Industry places throughout the Caboolture City area. The precinct primarily provides high quality, fully serviced, accessible land for a compatible mix of Low impact industry**(42)** and Medium impact industry**(47)** uses, a secondary function is to accommodate large format retail uses and Indoor sport and recreation**(38)** along the main street boulevard. The primary and secondary functions are supported and complemented by smaller scale business uses providing a local function.

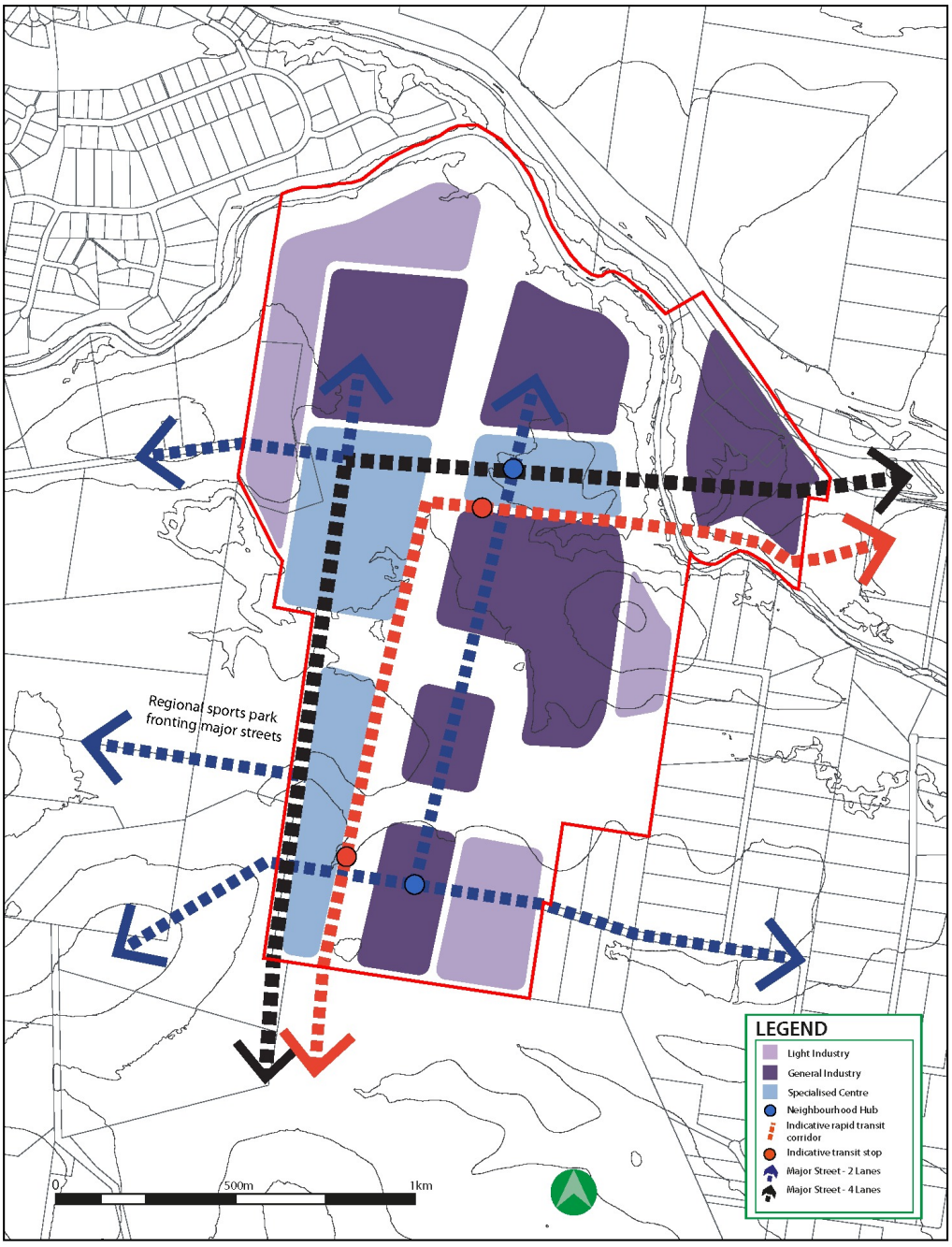
3. The Enterprise and employment precinct comprises the following sub-precincts as identified on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.3.1 - Enterprise and employment urban design framework. Each sub-precinct has a different primary function and focus as described below:

    a. The General industry sub-precinct is developed as a high quality industry employment area west of Caboolture providing for low and medium impact industries and serving the general industry needs of the wider Caboolture City area. It also includes a neighbourhood hub providing a limited line supermarket, a limited range of speciality retail shops**(75)** and commercial premises, health services and community facilities to the business and employed persons within the Enterprise and employment precinct.

    b. The Light industry sub-precinct will facilitate the long term viability of a range of low impact and low intensity industrial and business activities which are compatible with adjacent specialised centre, general industry and residential areas.

    c. The Specialised centre sub-precinct comprises large bulky goods retail and commercial activities which serve a specific retail and business purpose. It also includes a neighbourhood hub located on the main street boulevard providing a limited line supermarket, a limited range of speciality retail shops**(75)** and commercial premises, health services and community facilities to the business and employed persons within the Enterprise and employment precinct.

Figure 7.2.3.3.1 - Enterprise and employment urban design framework



7.2.3.3.1 General industry sub-precinct

7.2.3.3.1.1 Purpose - General industry sub-precinct

1. The purpose of the General industry sub-precinct will be achieved through the following overall outcomes:

   a. Land is developed for General industry purposes on lots identified as General industry sub-precinct on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.3.1 - Enterprise and employment urban design framework.

   b. The sub-precinct is the only location available for Medium impact industry[47] in the Caboolture West local plan area and only development that is compatible with the long term viability of the sub-precinct for a range of low-medium impact industry activities will be supported.

   c. Development for a use that is ancillary to a low-medium impact industry activity on the same site that directly supports industry and workers may be accommodated.

   d. The General industry sub-precinct includes a neighbourhood hub located on a major street providing convenience retail and commercial support functions to the businesses and employed persons within the Enterprise and employment precinct.

   e. Neighbourhood hubs are located:

      i. at the junction of main streets and public transport routes in accessible and visible locations;

      ii. generally to the side of the intersection creating pedestrian focused main streets;

      iii. where it will service the immediate convenience needs of the employment and industry workforce;

      iv. in locations shown on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.3.1 - Enterprise and employment urban design framework.

   f. The operation and viability of low-medium impact industry activities is protected from the intrusion of incompatible uses.

   g. Development provides for a range of lot sizes to cater for varying industrial and employment needs and user requirements as indicated on a Neighbourhood development plan.

   h. The built form of development located adjoining the main street boulevard and at the intersection with the D'Aguilar Highway forms a gateway into the Enterprise and employment precinct and the Caboolture West local plan area having a high quality and distinctive design.

   i. Uses provided within the sub-precinct do not compromise the purpose and outcomes sought for the nearby Town centre precinct, local centres and neighbourhood hubs which are the convenience hubs for adjacent residential neighbourhoods.

   j. Non-industrial uses are of a scale that provides a convenience service or support role to industries and employees within the precinct only.

   k. Retail or commercial uses are not established unless subordinate to and associated with the low-medium impact industry activities on site.

l. Development of a type, scale and intensity of development which may give rise to the possibility of adverse effects on sensitive receptors may be located within the precinct provided the location and activity is indicated on a Neighbourhood development plan and sufficiently buffered from surrounding activities by environmental management areas, open space, low impact industrial uses and non-industrial uses.

m. Low-medium impact industry activities are located, designed and managed to:

   i. maintain the health and safety of people;

   ii. avoid significant adverse effects on the natural environment; and

   iii. minimise the possibility of adverse impacts on sensitive land uses.

n. Development incorporates a range of building materials, vertically and horizontally articulated facades, landscaping, promotion of customer entry points, and safe and legible pedestrian access.

o. The scale, character and built form of development and the resulting streetscape contribute to a high standard of visual and physical amenity and incorporates crime prevention through environmental design (CPTED) principles.

p. Development is designed to incorporate sustainable practices where possible, including water sensitive design and energy efficient building design.

q. Development is accessed by a network of industrial streets as shown on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.3.1 - Enterprise and employment urban design framework.

r. Development does not compromise the integrity and efficiency of the identified public transport corridor.

s. General works associated with the development achieves the following:

   i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);
   ii. the development manages stormwater to:

      A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
      B. prevent stormwater contamination and the release of pollutants;
      C. maintain or improve the structure and condition of drainage lines and riparian areas;
      D. avoid off-site adverse impacts from stormwater.

   iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

t. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

u. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

v. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

w. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

x. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

y. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

z. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

aa. Development constraints:

i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

A. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
D. ensuring effective and efficient disaster management response and recovery capabilities;
E. for overland flow path;

I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

ab. Development in the General industry sub-precinct includes one or more of the following:

• Agricultural supplies store[2] • Bulk landscape supplies[9] • Caretakers accommodation[10] • Emergency services[25]	• Low impact industry[42] • Medium impact industry[47] • Research and technology industry[64] • Service industry[73]	• Substation[80] • Telecommunication facility[81] • Utility installation[86] • Warehouse[88] • Where in a neighbourhood hub: • Food and drink outlet[28]

		• Office[53] • Shop[75] • Veterinary services[87]

ac. Development in the General industry sub-precinct does not include any of the following:

• Adult store[1] • Air services[3] • Animal husbandry[4] • Animal keeping[5] • Aquaculture[6] • Bar[7] • Brothel[8] • Cemetery[12] • Child care centre[13] • Club[14] • Community care centre[15] • Community residence[16] • Community use[17] • Cropping[19] • Detention facility[20] • Dual occupancy[21] • Dwelling house[22] • Dwelling unit[23] • Education establishment[24] • Environment facility[26]	• Hardware and trade supplies[32] • Health care services[33] • Home based business[35] • Hospital[36] • Hotel[37] • Indoor sport and recreation[38] • Intensive animal industry[39] • Intensive horticulture[40] • Landing[41] • Major electricity infrastructure[43] • Major sport, recreation and entertainment facility[44] • Marine industry[45] • Market[46] • Multiple dwelling[49] • Nature-based tourism[50] • Nightclub entertainment facility[51] • Non-resident workforce accommodation[52] • Outdoor sales[54]	• Permanent plantation[59] • Place of worship[60] • Port services[61] • Relocatable home park[62] • Renewable energy facility[63] • Residential care facility[65] • Resort complex[66] • Retirement facility[67] • Roadside stall[68] • Rural industry[70] • Rural workers accommodation[71] • Sales office[72] • Shopping centre[75] • Short-term accommodation[77] • Showroom[78] • Special industry[79] • Theatre[82] • Tourist park[84]

• Extractive industry[27] • Function facility[29] • Funeral parlour[30] • Garden centre[31]	• Outdoor sport and recreation[55] • Parking station[58]	• Wholesale nursery[89] • Winery[90]

ad. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the sub-precinct.

7.2.3.3.1.2 Requirements for assessment

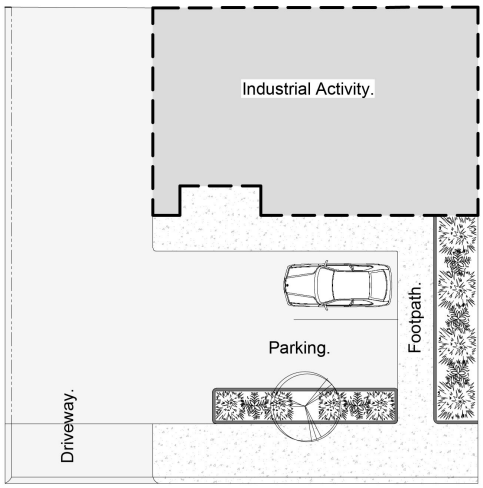
Part M - Criteria for assessable development - General industry sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part M, Table 7.2.3.3.1.1, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

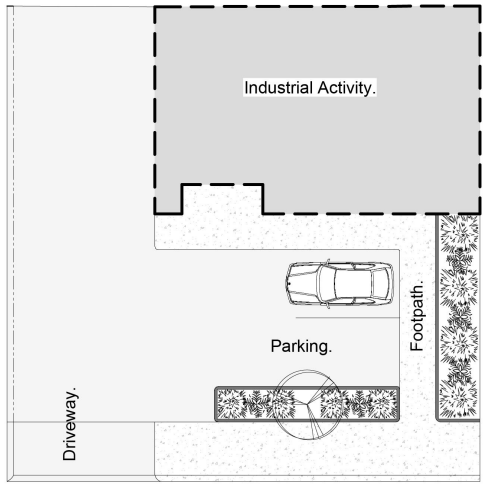
Table 7.2.3.3.1.1 Assessable development - General industry sub-precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Site cover	
PO1 Building site cover allows for adequate on-site provision of: a. car parking; b. vehicle access and manoeuvring; c. setbacks to boundaries; d. landscaped areas.	No example provided.
Building height	
PO2 The height of buildings reflect the individual character of the precinct.	**E2** Building heights do not to exceed that mapped on Neighbourhood development plan map - Building heights.
Setbacks	

Performance outcomes	Examples that achieve aspects of the Performance Outcome
PO3 Street boundary setbacks: a. minimise building bulk and visual dominance from the street; b. provide areas for landscaping at the front of the site; c. allow for customer parking to be located at the front of the building. Note - The following diagram illustrates an acceptable design response to this outcome.  	**E3** Buildings maintain a minimum setback of: a. 6m to the street frontage; b. 3m to the secondary street frontage; c. 5m to land not included in the Enterprise and employment precinct.
PO4 Side and rear boundary setbacks maintain views, privacy, access to natural light and the visual amenity of adjoining sensitive land uses.	**E4** Where a development adjoins Urban living precinct or Rural living precinct land, the building is setback a minimum of 3m from the property boundary and includes landscaping along the boundary appropriate for screening with a mature height of at least 3m. Note - Refer to Planning scheme policy - Integrated design for determining acceptable levels of landscaping for screening purposes.
Building appearance and design	
PO5	**E5**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Building on highly visible sites incorporate a high standard of industrial design and construction, which adds visual interest to the streetscape and reduces the perceived bulk of the building from the street. Note - The following examples illustrate an acceptable design response to this outcome.  	Where fronting a main street, or visible from a neighbourhood hub, buildings provide a high level of architectural design, by incorporating: a. a range of building materials, colours and features; b. facade articulation along street frontages; c. design features to promote customer entry points; d. materials that are not highly reflective.
Staff recreation	
PO6 Development provides an on-site recreation area for staff that: a. includes seating, tables and rubbish bins; b. is adequately protected from the weather; c. is safely accessible to all staff; d. is separate and private from public areas; e. is located away from a noisy or odorous activity.	No example provided.
Landscaping	
PO7 Landscaping is provided on the site to:	**E7** Landscaping is provided and maintained in accordance with Planning scheme policy - Integrated design.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
a. visually soften the built form, areas of hardstand, storage areas and mechanical plant associated with the on-site processes; b. complement the existing or desired streetscape; c. minimise the impact of industrial development on adjoining lots not within the Enterprise and employment precinct.	
Fencing	
PO8 The provision of fencing on street frontages does not dominate the streetscape or create safety issues. Note - The following example illustrates an acceptable design response to this outcome. 	**E8** Where fencing is provided on the street frontage, it has a minimum transparency of 70%.
Public access	
PO9 The use has a safe, clearly identifiable public access separated from service and parking areas. Note - The following diagram illustrates an acceptable design response to this outcome.	**E9.1** Pedestrian linkages are provided from the street and customer car parking areas directly to the main entrance of the building.
	E9.2

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	The public access is separated from industrial service areas.
Car parking	
PO10 Car parking is provided on-site to meet the anticipated demands of employees and visitors and avoid adverse impacts on the external road network. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E10** Car parking is provided in accordance with Schedule 7 - Car parking.
PO11 The design of car parking areas: a. does not impact on the safety of the external road network; b. ensures the safety of pedestrians at all times; c. ensures the safe movement of vehicles within the site.	**E11** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.
Bicycle parking and end of trip facilities Note - Building work to which this code applies constitutes Major Development for purposes of development requirements for end of trip facilities prescribed in the Queensland Development Code MP 4.1.	
PO12	**E12.1**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include: i. adequate bicycle parking and storage facilities; and ii. adequate provision for securing belongings; and iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors. b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to: i. the projected population growth and forward planning for road upgrading and development of cycle paths; or ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters. Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc. Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.	Minimum bicycle parking facilities are provided at a rate of 1 bicycle parking space for every 3 vehicles parking spaces required by Schedule 7 – Car parking. Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council. **E12.2** Bicycle parking is: a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*; b. protected from the weather by its location or a dedicated roof structure; c. located within the building or in a dedicated, secure structure for residents and staff; d. adjacent to building entrances or in public areas for customers and visitors. Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3. Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building. Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council. **E12.3** For non-residential uses, storage lockers: a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number); b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

<table>
<tr><th>Performance outcomes</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td></td><td>
Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
</td></tr>
<tr><td></td><td>
E12.4

For non-residential uses, changing rooms:

a. are provided at a rate of 1 per 10 bicycle parking spaces;
b. are fitted with a lockable door or otherwise screened from public view;
c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:
<table>
<tr><th>Bicycle spaces provided</th><th>Male/ Female</th><th>Change rooms required</th><th>Showers required</th><th>Sanitary compartments required</th><th>Washbasins required</th></tr>
<tr><td>1-5</td><td>Male and female</td><td>1 unisex change room</td><td>1</td><td>1 closet pan</td><td>1</td></tr>
<tr><td>6-19</td><td>Female</td><td>1</td><td>1</td><td>1 closet pan</td><td>1</td></tr>
<tr><td rowspan="3">20 or more</td><td>Male</td><td>1</td><td>1</td><td>1 closet pan</td><td>1</td></tr>
<tr><td>Female</td><td>1</td><td>2, plus 1 for every 20 bicycle spaces provided thereafter</td><td>2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter</td><td>1, plus 1 for every 60 bicycle parking spaces provided thereafter</td></tr>
<tr><td>Male</td><td>1</td><td>2, plus 1 for every 20 bicycle spaces provided thereafter</td><td>1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter</td><td>1, plus 1 for every 60 bicycle parking spaces provided thereafter</td></tr>
</table>
Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head.

Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1).

d. are provided with:
</td></tr>
</table>

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	i. a mirror located above each wash basin; ii. a hook and bench seating within each shower compartment; iii. a socket-outlet located adjacent to each wash basin. Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
Loading and servicing	
PO13 Service areas including loading/unloading facilities, plant areas and outdoor storage areas are screened from the direct view from public areas and land not included in the Enterprise and employment precinct. Note - If landscaping is proposed for screening purposes, refer to Planning scheme policy - Integrated design for determining acceptable levels.	No example provided.
Waste	
PO14 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E14** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Environmental impacts	
PO15 Where a use is not an environmentally relevant activity under the Environmental Protection Act, the release of any containment that may cause environmental harm is mitigated to an acceptable level.	**E15** Development achieves the standard listed in Schedule 1 Air Quality Objectives, Environmental Protection (Air) Policy 2008.
Lighting	

Performance outcomes	Examples that achieve aspects of the Performance Outcome
PO16 Lighting is directed and shielded to not cause unreasonable disturbance to any person on adjoining land.	**E16** Artificial lighting on-site is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - "Curfewed hours" are taken to be those hours between 10pm and 7am on the following day.
Hazardous Chemicals Note - To assist in demonstrating compliance with the following performance outcomes, a Hazard Assessment Report may be required to be prepared and submitted by a suitably qualified person in accordance with '*State Planning Policy Guideline - Guidance on development involving hazardous chemicals*'. Terms used in this section are defined in '*State Planning Policy Guideline - Guidance on development involving hazardous chemicals*'.	
PO17 Off sites risks from foreseeable hazard scenarios involving hazardous chemicals are commensurate with the sensitivity of the surrounding land use zones.	**E17.1** Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of land zoned for vulnerable or sensitive land uses as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 7kPa overpressure; ii. 4.7kW/m2 heat radiation. If criteria E17.1 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 0.5 x 10-6/year.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	E17.2 Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of a commercial or community activity land use zone as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 7kPa overpressure; ii. 4.7kW/m2 heat radiation. If criteria E17.2 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 5 x 10-6/year.
	E17.3 Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of an industrial land use zone as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion:

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	i. 14kPa overpressure; ii. 12.6kW/m2 heat radiation. If criteria E17.3 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 50 x 10-6/year.
PO18 Buildings and package stores containing fire-risk hazardous chemicals are designed to detect the early stages of a fire situation and notify a designated person.	**E18** Buildings and package stores containing fire-risk hazardous chemicals are provided with 24 hour monitored fire detection system for early detection of a fire event.
PO19 Common storage areas containing packages of flammable and toxic hazardous chemicals are designed with spill containment system(s) that are adequate to contain releases, including fire fighting media.	**E19** Storage areas containing packages of flammable and toxic hazardous chemicals are designed with spill containment system(s) capable of containing a minimum of the total aggregate capacity of all packages plus the maximum operating capacity of any fire protection system for the storage area(s) over a minimum of 60 minutes.
PO20 Storage and handling areas, including manufacturing areas, containing hazardous chemicals in quantities greater than 2,500L or kg within a Local Government "flood hazard area" are located and designed in a manner to minimise the likelihood of inundation of flood waters from creeks, rivers, lakes or estuaries.	**E20.1** The base of any tank with a WC >2,500L or kg is higher than any relevant flood height level identified in an area's flood hazard area. Alternatively: a. bulk tanks are anchored so they cannot float if submerged or inundated by water; and b. tank openings not provided with a liquid tight seal, i.e. an atmospheric vent, are extended above the relevant flood height level.
	E20.2 The lowest point of any storage area for packages >2,500L or kg is higher than any relevant flood height level identified in an area's flood hazard area. Alternatively, package stores are provided with impervious bund walls or racking systems higher than the relevant flood height level.
Noise	

Performance outcomes	Examples that achieve aspects of the Performance Outcome
PO21 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO22 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E22.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E22.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Utilities	
PO23 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO24 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	No example provided.
PO25 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO26 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E26.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E26.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E26.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E26.4 The development layout allows forward vehicular access to and from the site.
PO27 Safe access facilities are provided for all vehicles required to access the site.	**E27.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS2890.1 Parking facilities - Off street car parking; ii. AS/NZS2890.2 - Parking facilities - Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E27.2

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E27.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E27.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO28 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E28** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO29 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E29.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	E29.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO30 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
PO31 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses(88) greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	**E31.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E31.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E31.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO32	**E32**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres; d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy.

<table>
<tr><th>Performance outcomes</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td></td><td>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 E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.</td></tr>
<tr><td>PO33

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td><td>E33

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

<table><tr><th>Situation</th><th>Minimum construction</th></tr><tr><td>Frontage road unconstructed or gravel road only;

OR

Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard;

OR

Frontage road partially constructed* to Planning scheme policy - Integrated design standard.</td><td>Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.

The minimum total travel lane width is:

• 6m for minor roads;

• 7m for major roads.</td></tr></table>
Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).</td></tr>
</table>

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO34 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E34.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E34.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E34.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO35 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E35.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E35.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E35.3

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E35.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO36 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E36** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO37 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO38	No example provided.

<table>
<tr><th>Performance outcomes</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td>Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site.

Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.</td><td></td></tr>
<tr><td>PO39

Where development:

a. is for an urban purpose that involves a land area of 2500m^2 or greater; and

b. will result in:

i. 6 or more dwellings; or

ii. an impervious area greater than 25% of the net developable area,

stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td><td>No example provided.</td></tr>
<tr><td>PO40

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td><td>E40

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr></table></td></tr>
</table>

<table>
<tr><th>Performance outcomes</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td></td><td>
<table>
<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>
</table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.
Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
</td></tr>
<tr><td>PO41

Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.</td><td>No example provided.</td></tr>
<tr><th colspan="2">Site works and construction management</th></tr>
<tr><td>PO42

The site and any existing structures are maintained in a tidy and safe condition.</td><td>No example provided.</td></tr>
<tr><td>PO43

All works on-site are managed to:

a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light;
b. minimise as far as possible, impacts on the natural environment;
c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises;
d. avoid adverse impacts on street streets and their critical root zone.</td><td>E43.1

Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following:

a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions;

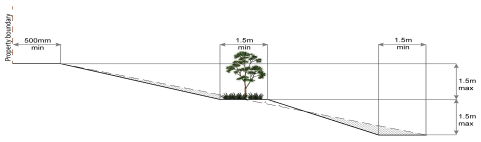
b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind;</td></tr>
</table>

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E43.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E43.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E43.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO44 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E44** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO45	**E45.1**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe. **E45.2** All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads. **E45.3** Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E45.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E45.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads.

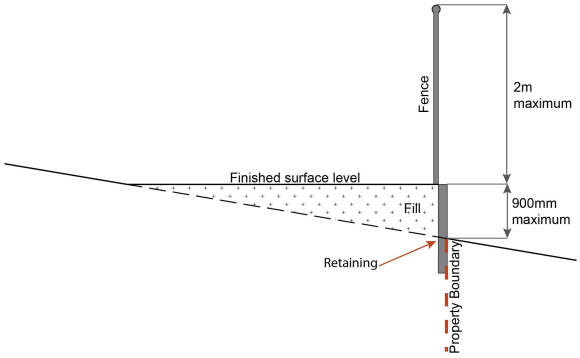
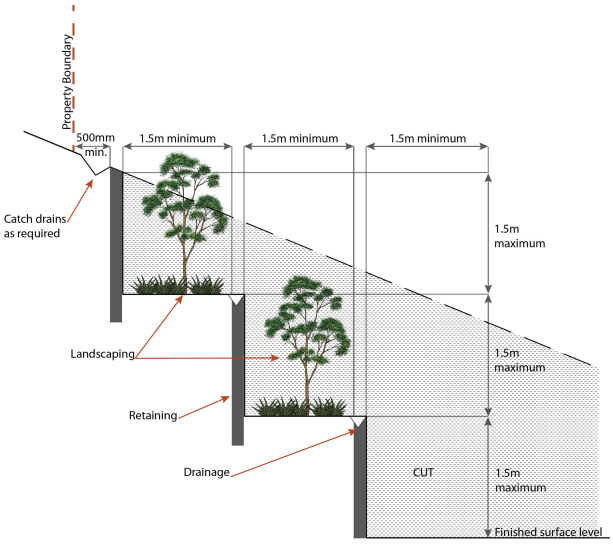
Performance outcomes	Examples that achieve aspects of the Performance Outcome
	E45.6 Access to the development site is obtained via an existing lawful access point.
PO46 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E46** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO47 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E47** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO48 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E48.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E48.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site.

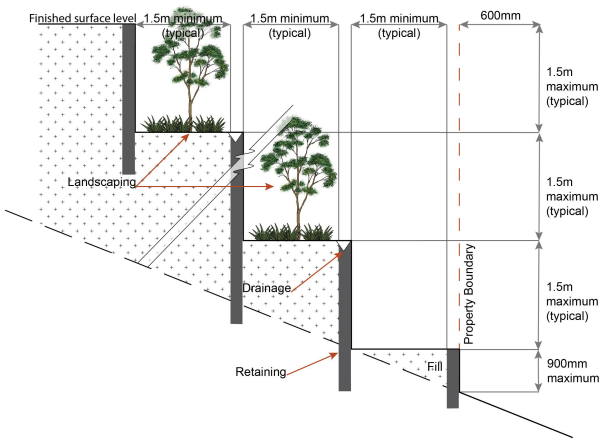
Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Note - The chipped vegetation must be stored in an approved location.
PO49 All development works are carried out at times which minimise noise impacts to residents.	**E49** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO50 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO51 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E51.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary. **E51.2** Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters. **E51.3** All filling or excavation is contained within the site and is free draining.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	E51.4 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E51.5 The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E51.6 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO52 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E52** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO53 Filling or excavation is undertaken in a manner that:	**E53.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	Note - Public sector entity is defined in Schedule 2 of theAct. **E53.2** Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO54 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO55 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation.	

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	
PO56 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E56** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO57 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E57** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	 c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below. 

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	

Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO58 Development incorporates a fire fighting system that: a. satisfies the reasonable needs of the fire fighting entity for the area;	**E58.1** External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

<table>
<tr><th>Performance outcomes</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td rowspan="3">b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.</td><td>Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks(84) or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:

i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
iii. for outdoor sales(54), processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales(54), outdoor processing and outdoor storage facilities;

d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.</td></tr>
<tr><td>E58.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;
c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance;
d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.</td></tr>
<tr><td>E58.3

On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment.</td></tr>
<tr><td>PO59</td><td>E59</td></tr>
</table>

Performance outcomes	Examples that achieve aspects of the Performance Outcome
On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
PO60 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E60** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Industrial uses	
PO61 Ancillary Office(53), administration functions, retail sales and customer service components do not compromise the primary use of the site or industrial activities in the precinct.	**E61** The combined area of ancillary non-industrial activities, including but not limited to Offices(53) and administration functions, does not exceed 10% of the GFA or 200m^2, whichever is the lesser.
PO62 Ancillary retail or showroom areas do not compromise the primary use of the site or industrial activities in the precinct and does not affect the viability, role or function of the region's activity centre network.	**E62** The combined area for the display and retail sale of commodities, articles or goods resulting from the industrial processes on the site does not exceed 5% of the GFA or 100m^2, whichever is the lesser.
PO63 Buildings directly adjoining non-Enterprise and employment precinct land: a. are compatible with the character of the adjoining area; b. minimise overlooking and overshadowing; c. maintain privacy; d. do not cause significant loss of amenity to neighbouring residents by way of noise, vibration, odour, lighting, traffic generation and hours of operation.	No example provided.
PO64 Low impact and service industry(73) activities: a. do not constrain the function or viability of future Medium impact industry(47) in the sub-precinct; b. do not generate excessive non-industrial traffic;	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
c. do not adversely affect the amenity, health or safety of employees and visitors of the surrounding uses; d. do not adversely affect the amenity, health or safety of nearby sensitive land uses.	
PO65 Medium impact industry(47) uses: a. are located at least 250m from a sensitive land use or sensitive zone or precinct; b. do not constrain the function or viability of future uses in the sub-precinct; c. do not adversely affect the amenity, health or safety of employees and visitors of the surrounding uses; d. do not adversely affect the amenity, health or safety of nearby sensitive land uses.	No example provided.
PO66 Non-industrial components of buildings (including Offices(53) and retail areas) are designed as high quality architectural features and incorporate entry area elements such as forecourts, awnings and the architectural treatment of roof lines and fascias.	No example provided.
Non-industrial uses	
PO67 With the exception of Caretaker's accommodation(10), residential and other sensitive land uses do not establish within the precinct.	No example provided.
PO68 Non-industrial uses: a. are consolidated with existing non-industrial uses in the precinct; b. do not compromise the viability, role or function of the region's activity centre network;	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
c. are not subject to adverse amenity impacts, or risk to health from industrial activities; d. do not constrain the function or viability of existing or future industrial activities in the surrounding area; e. are not located on local streets.	
PO69 Traffic generated by non-industrial uses does not detrimentally impact upon the operation and functionality of the external road network.	No example provided.
PO70 Development of Caretaker's accommodation(10): a. does not compromise the productivity of the use occurring on-site and in the surrounding area; b. is domestic in scale; c. provides adequate car parking provisions exclusive of the primary use of the site; d. is safe for the residents; e. has regard to the open space and recreation needs of the residents.	**E70** Caretaker's accommodation(10): a. has a maximum GFA of 80m^2; b. does not gain access from a separate driveway to that of the industrial use; c. provides a minimum 16m^2 of private open space directly accessible from a habitable room; d. provides car parking in accordance with the car parking rates table.
Retail and commercial activities	
PO71 Retail and commercial uses within a neighbourhood hub consists of no more than: a. 1 small format supermarket with a maximum gfa of 1000m^2; b. 10 small format retail or commercial tenancies with a maximum gfa of 100m^2 each.	No example provided.
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO72	**E72.1**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls.
	E72.3 A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO73 Infrastructure does not have an impact on pedestrian health and safety.	**E73** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO74 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E74** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Telecommunications facility[81] Editor's note - In accordance with the Federal legislation Telecommunications facilities [81] must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO75	**E75.1**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Telecommunications facilities[81] are co-located with existing telecommunications facilities[81], Utility installation[86], Major electricity infrastructure[43] or Substation[80] if there is already a facility in the same coverage area.	New telecommunication facilities[81] are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E75.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO76 A new Telecommunications facility[81] is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E76** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO77 Telecommunications facilities[81] do not conflict with lawful existing land uses both on and adjoining the site.	**E77** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO78 The Telecommunications facility[81] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E78.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E78.2 In all other areas towers do not exceed 35m in height.
	E78.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E78.4

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E78.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E78.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO79 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E79** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO80 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E80** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following assessment criteria apply) Note - To demonstrate achievement of the performance outcome, an Acid sulfate soils (ASS) investigation report and soil management plan is prepared by a qualified engineer. Guidance for the preparation an ASS investigation report and soil management plan is provided in Planning scheme policy - Acid sulfate soils.	
PO81 Development avoids disturbing acid sulfate soils. Where development disturbs acid sulfate soils, development: a. is managed to avoid or minimise the release of surface or groundwater flows containing acid and metal contaminants into the environment; b. protects the environmental and ecological values and health of receiving waters; c. protects buildings and infrastructure from the effects of acid sulfate soils.	**E81** Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below than 5m Australian Height datum AHD; or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m Australian Height datum AHD.
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO82 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes;	**E82** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	
PO83 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO84 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO85 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E85** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply)	

Performance outcomes	Examples that achieve aspects of the Performance Outcome
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.	
PO86 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO87 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.
PO88 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO89	**E89**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO90 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E90** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO91 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E91.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E91.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO92 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples.	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park[57]	
PO93 Development for a Park[57] ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E93** 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.

7.2.3.3.2 Light industry sub-precinct

7.2.3.3.2.1 Purpose - Light industry sub-precinct

1. The purpose of the Light industry sub-precinct will be achieved through the following overall outcomes:

   a. Land is developed for Light industry purposes on lots identified as Light industry sub-precinct on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.3.1 - Enterprise and employment urban design framework.

   b. Development for a use that is ancillary to a low impact industry(42) activity on the same site which directly supports industry and workers may be accommodated.

   c. Where the Light industry sub-precinct provides a buffer between the adjacent General industry sub-precinct and other non-industrial uses as indicated on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.3.1 - Enterprise and employment urban design framework a range of Low impact industry(42) activities which are of a low intensity and scale are established in the buffer.

   d. The operation and viability of low impact industry(42) activities is protected from the intrusion of incompatible uses.

   e. Medium impact industry(47) purposes and Specialised centre uses are not established in the Light industry sub-precinct.

   f. Development provides a range of lot sizes to cater for industrial and employment needs and user requirements as indicated on a Neighbourhood development plan.

   g. Low impact industry(42) activities are located, design and managed to:

      i. maintain the health and safety of people;

      ii. avoid significant adverse effects on the natural environment;

      iii. minimise the possibility of adverse impacts on surrounding non-industrial uses.

   h. Development incorporates a range of building materials, vertically and horizontally articulated facades, landscaping, promotion of customer entry points, and safe and legible pedestrian access.

   i. Development encourages public transport patronage and active transport choices through the increased provision of appropriate end of trip facilities.

   j. Low impact industry(42) activities which involve a high level of contact with the general public are located along a main street and provide a high quality built form and landscaped environment to the street.

   k. General works associated with the development achieves the following:

      i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);
      ii. the development manages stormwater to:

         A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
         B. prevent stormwater contamination and the release of pollutants;

C. maintain or improve the structure and condition of drainage lines and riparian areas;
D. avoid off-site adverse impacts from stormwater.

iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

l. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

m. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

n. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

o. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

p. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

q. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

r. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

s. Development constraints:

i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

A. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
D. ensuring effective and efficient disaster management response and recovery capabilities;
E. for overland flow path;

I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

t. Development in the Light industry sub-precinct includes one or more of the following:

- Agricultural supplies store[2]
- Animal husbandry[4]
- Aquaculture[6] (where in a building)
- Bulk landscape supplies[9]
- Caretakers accommodation[10]
- Car wash[11]
- Child care centre[13]
- Educational establishment[24] (where technical and trade related education)
- Emergency services[25]
- Food and drink outlet[28](where not exceeding 100m^2 GFA)
- Hardware and trade supplies[32]
- Indoor sport and recreation[38]
- Low impact industry[42]
- Outdoor sales[54]
- Research and technology industry[64]
- Service industry[73]
- Service station[74]
- Substation[80]
- Telecommunication facility[81]
- Transport depot[85]
- Utility installation[86]
- Warehouse[88]

u. Development in the Light industry sub-precinct does not include any of the following:

- Adult store[1]
- Agricultural supplies store[2]
- Air services[3]
- Animal husbandry[4]
- Animal keeping[5]
- Aquaculture[6]
- Bar[7]
- Brothel[8]
- Cemetery[12]
- Club[14]
- Community care centre[15]
- Community residence[16]
- Community use[17]
- Crematorium[18]
- Hardware and trade supplies[32]
- Health care services[33]
- High impact industry[34]
- Home based business[35]
- Hospital[36]
- Hotel[37]
- Intensive animal industry[39]
- Intensive horticulture[40]
- Landing[41]
- Major electricity infrastructure[43]
- Major sport, recreation and entertainment facility[44]
- Marine industry[45]
- Market[46]
- Parking station[58]
- Permanent plantation[59]
- Port services[61]
- Relocatable home park[62]
- Renewable energy facility[63]
- Residential care facility[65]
- Resort complex[66]
- Retirement facility[67]
- Roadside stall[68]
- Rural industry[70]
- Rural workers accommodation[71]
- Sales office[72]

- Cropping[19]
- Detention facility[20]
- Dual occupancyCould not findID-2693465-5148
- Dwelling houseCould not findID-2693465-5150
- Dwelling unit[23]
- Education establishment[24] (where not for technical and trade related education)
- Environment facility[26]
- Extractive industry[27]
- Function facility[29]
- Funeral parlour[30]
- Garden centre[31]
- Medium impact industry[47]
- Multiple dwellingCould not findID-2693465-5213
- Nature-based tourism[50]
- Nightclub entertainment facility[51]
- Non-resident workforce accommodation[52]
- Outdoor sales[54]
- Outdoor sport and recreation[55]
- Shop[75]
- Shopping centre[76]
- Short-term accommodation[77]
- Special industry[79]
- Theatre[82]
- Tourist park[84]
- Veterinary services[87]
- Wholesale nursery[89]
- Winery[90]

v. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the sub-precinct.

7.2.3.3.2.2 Requirements for assessment

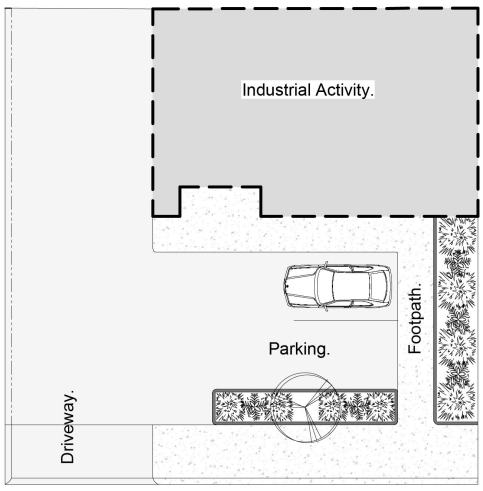
Part N - Criteria for assessable development - Light industry sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part N, Table 7.2.3.3.2.1, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.3.2.1 Assessable development - Light industry sub-precinct

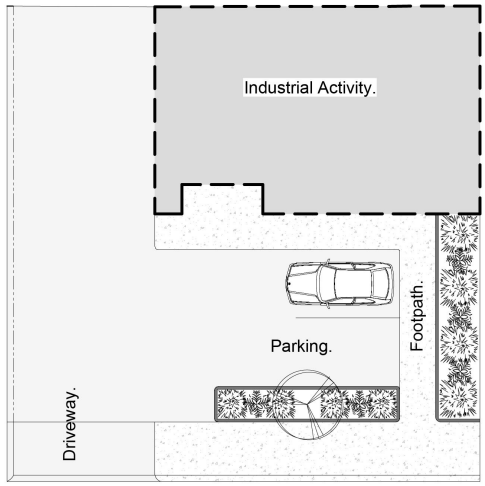
Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Site cover	
PO1 Building site cover allows for adequate on-site provision of:	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
a. car parking; b. vehicle access and manoeuvring; c. setbacks to boundaries; d. landscaped areas.	
Building height	
PO2 The height of buildings reflect the individual character of the precinct.	**E2** Building heights do not to exceed that mapped on Neighbourhood development plan map - Building heights.
Setbacks	
PO3 Street boundary setbacks: a. minimise building bulk and visual dominance from the street; b. provide areas for landscaping at the front of the site; c. allow for customer parking to be located at the front of the building. Note - The following diagram illustrates an acceptable design response to this outcome.  	**E3** Buildings maintain a minimum setback of: a. 6m to the street frontage; b. 3m to the secondary street frontage; c. 5m to land not included Enterprise and employment precinct.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
PO4 Side and rear boundary setbacks maintain views, privacy, access to natural light and the visual amenity of adjoining sensitive land uses.	**E4** Where a development adjoins the Urban living precinct, the building is setback a minimum of 3m from the property boundary and includes landscaping along the boundary appropriate for screening with a mature height of at least 3m. Note - Refer to Planning scheme policy - Integrated design for determining acceptable levels of landscaping for screening purposes.
Design and sitting	
PO5 Building on highly visible sites incorporate a high standard of industrial design and construction, which adds visual interest to the streetscape and reduces the perceived bulk of the building from the street. Note - The following example illustrates an acceptable design response to this outcome.  	**E5** Where fronting a main street, or visible from a park, Neighbourhood hub or Local centre lot, buildings provide a high level of architectural design, by incorporating: a. a range of building materials, colours and features; b. facade articulation along street frontages; c. design features to promote customer entry points; d. materials that are not highly reflective.
PO6 Buildings on highly visible corner allotments: a. address both street frontages;	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
b. contain building openings facing both street frontages; c. do not present blank unarticulated walls to either frontage. Note - The following example illustrates an acceptable design response to this outcome. 	
Staff recreation area	
PO7 Development provides an on-site recreation area for staff that: a. includes seating, tables and rubbish bins; b. is adequately protected from the weather; c. is safely accessible to all staff; d. is separate and private from public areas; e. is located away from a noisy or odorous activity.	No example provided.
Landscaping	
PO8 Landscaping is provided on the site to: a. visually soften the built form, areas of hardstand, storage areas and mechanical plant associated with the on-site activities;	**E8** Landscaping is provided and maintained in accordance with Planning scheme policy - Integrated design.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
b. complement the existing or desired streetscape; c. minimise the impact of industrial development on adjoining lots not within an industrial precinct or sub-precinct.	
Fencing	
PO9 The provision of fencing on street frontages does not dominate the streetscape or create safety issues. Note - The following example illustrates an acceptable design response to this outcome. 	**E9** Where fencing is provided on the street frontage, it has a minimum transparency of 70%.
Public access	
PO10 The use has a safe, clearly identifiable public access separated from service and parking areas. Note - The following diagram illustrates an acceptable design response to this outcome.	**E10.1** Pedestrian linkages are provided from the street and customer car parking areas directly to the main entrance of the building.
	E10.2

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	The public access is separated from industrial service areas.
Car parking	
PO11 Car parking is provided on-site to meet the anticipated demand of employees and visitors and avoid adverse impacts on the external road network. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E11** Car parking is provided in accordance with Schedule 7 - Car parking.
PO12 The design of car parking areas: a. does not impact on the safety of the external road network; b. ensures the safety of pedestrians at all times; c. ensures the safe movement of vehicles within the site.	**E12** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.
Bicycle parking and end of trip facilities Note - Building work to which this code applies constitutes Major Development for purposes of development requirements for end of trip facilities prescribed in the Queensland Development Code MP 4.1.	
PO13	**E13.1**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include: i. adequate bicycle parking and storage facilities; and ii. adequate provision for securing belongings; and iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors. b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to: i. the projected population growth and forward planning for road upgrading and development of cycle paths; or ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters. Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc. Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.	Minimum bicycle parking facilities are provided at a rate of 1 bicycle parking space for every 3 vehicles parking spaces required by Schedule 7 – Car parking. Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council. **E13.2** Bicycle parking is: a. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*; b. protected from the weather by its location or a dedicated roof structure; c. located within the building or in a dedicated, secure structure for residents and staff; d. adjacent to building entrances or in public areas for customers and visitors. Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3. Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building. Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council. **E13.3** For non-residential uses, storage lockers: a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number); b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities. Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
	E13.4 For non-residential uses, changing rooms: a. are provided at a rate of 1 per 10 bicycle parking spaces; b. are fitted with a lockable door or otherwise screened from public view; c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

	Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head. Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1). d. are provided with:

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	i. a mirror located above each wash basin; ii. a hook and bench seating within each shower compartment; iii. a socket-outlet located adjacent to each wash basin. Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.
Loading and servicing	
PO14 Service areas including loading/unloading facilities, plant areas and outdoor storage areas are screened from the direct view from public areas and land not included in the Enterprise and employment precinct. Note - If landscaping is proposed for screening purposes, refer to Planning scheme policy - Integrated design for determining acceptable levels.	No example provided.
Waste	
PO15 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E15** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Environmental impacts	
PO16 Where a use is not an environmentally relevant activity under the Environmental Protection Act, the release of any containment that may cause environmental harm is mitigated to an acceptable level.	**E16** Development achieves the standard listed in Schedule 1 Air Quality Objectives, Environmental Protection (Air) Policy 2008.
Lighting	

Performance outcomes	Examples that achieve aspects of the Performance Outcome
PO17 Lighting is directed and shielded to not cause unreasonable disturbance to any person on adjoining land.	**E17** Artificial lighting on-site is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - "Curfewed hours" are taken to be those hours between 10pm and 7am on the following day
Hazardous Chemicals Note - To assist in demonstrating compliance with the following performance outcomes, a Hazard Assessment Report may be required to be prepared and submitted by a suitably qualified person in accordance with '*State Planning Policy Guideline - Guidance on development involving hazardous chemicals*'. Terms used in this section are defined in '*State Planning Policy Guideline - Guidance on development involving hazardous chemicals*'.	
PO18 Off sites risks from foreseeable hazard scenarios involving hazardous chemicals are commensurate with the sensitivity of the surrounding land use zones.	**E18.1** Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of land zoned for vulnerable or sensitive land uses as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 7kPa overpressure; ii. 4.7kW/m2 heat radiation. If criteria E18.1 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 0.5 x 10-6/year.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	E18.2 Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of a commercial or community activity land use zone as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 7kPa overpressure; ii. 4.7kW/m2 heat radiation. If criteria E18.2 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 5 x 10-6/year.
	E18.3 Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of an industrial land use zone as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion:

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	i. 14kPa overpressure; ii. 12.6kW/m2 heat radiation. If criteria E18.3 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 50 x 10-6/year.
PO19 Buildings and package stores containing fire-risk hazardous chemicals are designed to detect the early stages of a fire situation and notify a designated person.	**E19** Buildings and package stores containing fire-risk hazardous chemicals are provided with 24 hour monitored fire detection system for early detection of a fire event.
PO20 Common storage areas containing packages of flammable and toxic hazardous chemicals are designed with spill containment system(s) that are adequate to contain releases, including fire fighting media.	**E20** Storage areas containing packages of flammable and toxic hazardous chemicals are designed with spill containment system(s) capable of containing a minimum of the total aggregate capacity of all packages plus the maximum operating capacity of any fire protection system for the storage area(s) over a minimum of 60 minutes.
PO21 Storage and handling areas, including manufacturing areas, containing hazardous chemicals in quantities greater than 2,500L or kg within a Local Government "flood hazard area" are located and designed in a manner to minimise the likelihood of inundation of flood waters from creeks, rivers, lakes or estuaries.	**E21.1** The base of any tank with a WC >2,500L or kg is higher than any relevant flood height level identified in an area's flood hazard area. Alternatively: a. bulk tanks are anchored so they cannot float if submerged or inundated by water; and b. tank openings not provided with a liquid tight seal, i.e. an atmospheric vent, are extended above the relevant flood height level.
	E21.2 The lowest point of any storage area for packages >2,500L or kg is higher than any relevant flood height level identified in an area's flood hazard area. Alternatively, package stores are provided with impervious bund walls or racking systems higher than the relevant flood height level.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Noise	
PO22 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO23 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E23.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E23.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Works criteria	
Utilities	
PO24 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO25 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	No example provided.
PO26 Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO27 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network.	**E27.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E27.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E27.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E27.4 The development layout allows forward vehicular access to and from the site.
PO28 Safe access facilities are provided for all vehicles required to access the site.	**E28.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS2890.1 - Parking facilities - Off street car parking; ii. AS/NZS2890.2 - Parking facilities - Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in AustRoads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	E28.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E28.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E28.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO29 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E29** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO30 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E30.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Note - Refer to QUDM for requirements regarding trafficability.
	E30.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO31 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). 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.	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO32 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	**E32.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E32.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E32.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
PO33 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E33** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres; d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy.

<table>
<tr><th>Performance outcomes</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td></td><td>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 E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.</td></tr>
<tr><td>PO34

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td><td>E34

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

<table><tr><th>Situation</th><th>Minimum construction</th></tr><tr><td>Frontage road unconstructed or gravel road only;

OR

Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard;

OR

Frontage road partially constructed* to Planning scheme policy - Integrated design standard.</td><td>Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.

The minimum total travel lane width is:

• 6m for minor roads;

• 7m for major roads.</td></tr></table>
Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).</td></tr>
</table>

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO35 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E35.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E35.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E35.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO36 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E36.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E36.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E36.3

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E36.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO37 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E37** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO38 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO39	No example provided.

<table>
<tr><th>Performance outcomes</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td>Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site.

Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.</td><td></td></tr>
<tr><td>PO40

Where development:

a. is for an urban purpose that involves a land area of 2500m^2 or greater; and

b. will result in:

i. 6 or more dwellings; or

ii. an impervious area greater than 25% of the net developable area,

stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td><td>No example provided.</td></tr>
<tr><td>PO41

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td><td>E41

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr></table></td></tr>
</table>

<table>
<tr><th>Performance outcomes</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td></td><td>
<table>
<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>
</table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.
Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
</td></tr>
<tr><td>PO42

Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.</td><td>No example provided.</td></tr>
<tr><td colspan="2">Site works and construction management</td></tr>
<tr><td>PO43

The site and any existing structures are maintained in a tidy and safe condition.</td><td>No example provided.</td></tr>
<tr><td>PO44

All works on-site are managed to:

a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light;
b. minimise as far as possible, impacts on the natural environment;
c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises;
d. avoid adverse impacts on street streets and their critical root zone.</td><td>E44.1

Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following:

a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions;

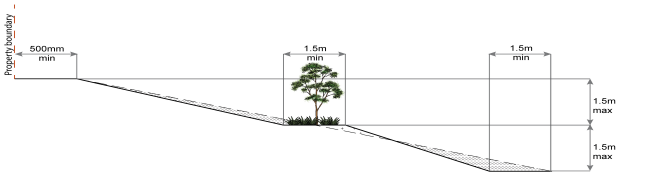
b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind;</td></tr>
</table>

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E44.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E44.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E44.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO45 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E45** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO46	**E46.1**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe. **E46.2** All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads. **E46.3** Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E46.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E46.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads.

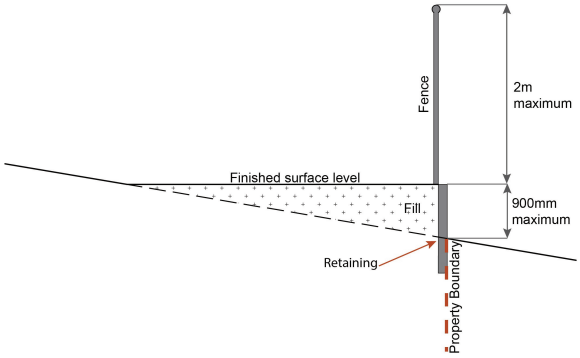
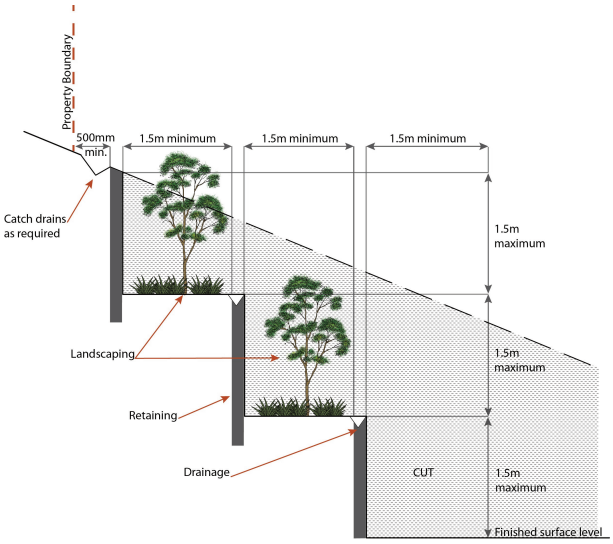
Performance outcomes	Examples that achieve aspects of the Performance Outcome
	E46.6 Access to the development site is obtained via an existing lawful access point.
PO47 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E47** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.
PO48 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E48** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO49 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E49.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E49.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site.

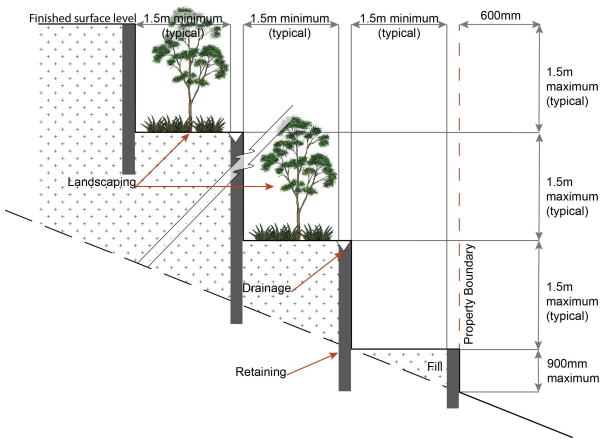
Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Note - The chipped vegetation must be stored in an approved location.
PO50 All development works are carried out at times which minimise noise impacts to residents.	**E50** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.
PO51 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO52 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E52.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E52.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E52.3 All filling or excavation is contained within the site and is free draining.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	E52.4 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E52.5 The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E52.6 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO53 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E53** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO54 Filling or excavation is undertaken in a manner that:	**E54.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	Note - Public sector entity is defined in Schedule 2 of the Act. **E54.2** Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO55 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO56 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation.	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	
PO57 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E57** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO58 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E58** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	 c. where height is greater than 900mm but no greater than 1.5m, are to be setbacked at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below. 

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	

Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO59 Development incorporates a fire fighting system that: a. satisfies the reasonable needs of the fire fighting entity for the area;	**E59.1** External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

<table>
<tr><th>Performance outcomes</th><th>Examples that achieve aspects of the Performance Outcome</th></tr>
<tr><td rowspan="3">b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.</td><td>Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks(84) or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:

i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
iii. for outdoor sales(54), processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales(54), outdoor processing and outdoor storage facilities;

d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.</td></tr>
<tr><td>E59.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;
c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance;
d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.</td></tr>
<tr><td>E59.3

On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment.</td></tr>
<tr><td>PO60</td><td>E60</td></tr>
</table>

Performance outcomes	Examples that achieve aspects of the Performance Outcome
On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
PO61 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E61** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Industrial uses	
PO62 Ancillary Office(53), administration functions, retail sales and customer service components do not compromise the primary use of the site for industrial purposes or compromise the viability, role or function of the Caboolture West centres network.	**E62** The combined area of ancillary non-industrial activities, including but not limited to Offices(53), administration functions, display and retail sale of commodities, articles or goods resulting from the industrial processes on-site, does not exceed 30% of the GFA or 500m^2, whichever is the lesser.
PO63 Buildings directly adjoining non-Enterprise and employment precinct land: a. are compatible with the character of the adjoining area; b. minimise overlooking and overshadowing; c. maintain privacy; d. do not cause significant loss of amenity to neighbouring residents by way of noise, vibration, odour, lighting, traffic generation and hours of operation.	No example provided.
PO64 Non-industrial components of buildings (including offices and retail areas) are designed as high quality architectural features and incorporate entry area elements such as forecourts, awnings and the architectural treatment of roof lines and fascias.	No example provided.
Non-industrial land uses	
PO65 With the exception of Caretaker's accommodation(10) and Child care centre(13), residential and other sensitive land uses do not establish within the precinct.	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
PO66 Non-industrial uses: a. are consolidated with existing non-industrial uses in the sub-precinct; b. do not compromise the viability, role or function of the Caboolture West centres network; c. are not subject to adverse amenity impacts or risk to health from industrial activities; d. do not constrain the function or viability of future industrial activities in Enterprise and employment precinct. Note - The submission of a Economic Impact Report or Hazard and Nuisance Mitigation Plan may be required to justify compliance with this outcome. Note - An Economic Impact Assessment may be required to demonstrate compliance with part of the outcome/s above. Refer to Planning scheme policy - Economic impact assessment for information required.	No example provided.
PO67 Where located on a Collector or Local road, non-industrial uses provide only direct convenience retail or services to the industrial workforce.	No example provided.
PO68 Traffic generated by non-industrial uses does not detrimentally impact the operation and functionality of the external road network.	No example provided.
PO69 The design of non-industrial buildings in the precinct: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, a consistent building line, blank walls that are visible from public places are treated to not negatively impact the surrounding amenity);	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
b. contributes to a safe environment (e.g. through the use of lighting and not resulting in concealed recesses or potential entrapment areas); c. incorporates architectural features within the building facade at the street level to create human scale (e.g. awnings).	
PO70 Building entrances: a. are readily identifiable from the road frontage; b. add visual interest to the streetscape; c. are designed to limit opportunities for concealment; d. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites. Note - The design provisions for footpaths outlined in Planning scheme policy - Integrated design may assist in demonstrating compliance with this outcome.	**E70.1** The main entrance to the building is clearly visible from and addresses the primary street frontage. **E70.2** Where the building does not adjoin the street frontage, a dedicated and sealed pedestrian footpath is provided between the street frontage and the building entrance.
PO71 Development of Caretaker's accommodation(10): a. does not compromise the productivity of the use occurring on-site and in the surrounding area; b. is domestic in scale; c. provides adequate car parking provisions exclusive on the primary use of the site; d. is safe for the residents; e. has regard to the open space and recreation needs of the residents.	**E71** Caretaker's accommodation(10): a. has a maximum GFA is 80m^2; b. does not gain access from a separate driveway to that of the industrial use; c. provides a minimum 16m^2 of private open space directly accessible from a habitable room; d. provides car parking in accordance with the car parking rates table.
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO72	**E72.1**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls.
	E72.2 A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO73 Infrastructure does not have an impact on pedestrian health and safety.	**E73** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO74 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E74** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Telecommunications facility[81] Editor's note - In accordance with the Federal legislation Telecommunications facilities [81] must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO75	**E75.1**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Telecommunications facilities[81] are co-located with existing telecommunications facilities[81], Utility installation[86], Major electricity infrastructure[43] or Substation[80] if there is already a facility in the same coverage area.	New telecommunication facilities[81] are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E75.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO76 A new Telecommunications facility[81] is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E76** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO77 Telecommunications facilities[81] do not conflict with lawful existing land uses both on and adjoining the site.	**E77** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO78 The Telecommunications facility[81] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E78.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E78.2 In all other areas towers do not exceed 35m in height.
	E78.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E78.4

Performance outcomes	Examples that achieve aspects of the Performance Outcome
	All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E78.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E78.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO79 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E79** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO80 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E80** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following assessment criteria apply) Note - To demonstrate achievement of the performance outcome, an Acid sulfate soils (ASS) investigation report and soil management plan is prepared by a qualified engineer. Guidance for the preparation an ASS investigation report and soil management plan is provided in Planning scheme policy - Acid sulfate soils.	
PO81 Development avoids disturbing acid sulfate soils. Where development disturbs acid sulfate soils, development: a. is managed to avoid or minimise the release of surface or groundwater flows containing acid and metal contaminants into the environment; b. protects the environmental and ecological values and health of receiving waters; c. protects buildings and infrastructure from the effects of acid sulfate soils.	**E81** Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below than 5m Australian Height datum AHD; or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m Australian Height datum AHD.
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO82 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes;	**E82** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	
PO83 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO84 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO85 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E85** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply)	

Performance outcomes	Examples that achieve aspects of the Performance Outcome
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.	
PO86 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO87 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	**E87** No example provided.
PO88 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO89	**E89**

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO90 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E90** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO91 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E90.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E91.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO92 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples.	No example provided.

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park(57)	
PO93 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E93** 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.

Minimum class of service vehicle

Land use	Minimum service vehicle class
Agricultural supplies store(2)	Small rigid vehicle
Bulk landscape supplies(9)	Articulated vehicle
Garden centre(31)	Heavy rigid vehicle
Hardware and trade supplies(32)	Articulated vehicle
High impact industry(34)	Articulated vehicle
Low impact industry(42)	Heavy rigid vehicle
Marine industry(45)	Articulated vehicle
Medium impact industry(47)	Articulated vehicle
Outdoor sales(54)	Articulated vehicle
Research and technology industry(64)	Heavy rigid vehicle
Sales office(72)	Small rigid vehicle
Service industry(73)	Small rigid vehicle
Service station(74)	Articulated vehicle

Land use	Minimum service vehicle class
Showroom**(78)**	Articulated vehicle
Utility installation**(86)**	Heavy rigid vehicle
Warehouse**(88)** (where self-storage)	Medium rigid vehicle
Warehouse**(88)** (other)	Articulated vehicle
Wholesale nursery**(89)**	Heavy rigid vehicle

Note - Service vehicle classes are defined in AS2890.2 - Offstreet parking, Part 2: Commercial vehicles

Service vehicle requirements

Site area	Service vehicle requirement
Less than 1,000m^2	a. Demonstrate that the development can accommodate the particular design vehicle but a separate service bay and associated manoeuvring area is not required. b. Where is can be demonstrated that loading and unloading can take place within the road reserve consistent with MUTCD bay requirements. c. Otherwise service vehicle requirements for a 1,000m^2 - 2,000m^2 site applies.
1,000m^2 - 2,000m^2	a. Service bay for heavy rigid vehicle is required on-site, where a heavy rigid vehicle is identified in the design service vehicle in Table X. b. Restricted manoeuvring allowed on-site for heavy rigid vehicle and articulated vehicle. c. Full on-site manoeuvring for all other classes of service vehicle is required.
2,001m^2 - 4,000m^2	a. A service bay is required for the design service vehicles identified in Table X. b. Restricted manoeuvring permitted on-site for articulated vehicles. Full on-site manoeuvring is required for all other classes of service vehicle.
Greater than 4,000m^2	Service bays and full on-site manoeuvring is required for all classes of service vehicles identified in Table X.

Note -

a. Restricted manoeuvring is defined as a single point reverse manoeuvre in order to access a service loading bay on-site. This manoeuvre may be performed from the kerbside lane on a minor road where it is clearly demonstrated that the design vehicle can achieve such a manoeuvre to access the service loading bay.

b. Minor road is a cul-de-sac or road carrying predominately local traffic.

c. MUTCD: Transport and Main Roads - Manual of Uniform Traffic Control Devices.

7.2.3.3.3 Specialised centre sub-precinct

7.2.3.3.3.1 Purpose - Specialised centre sub-precinct

1. The purpose of the Specialised centre sub-precinct will be achieved through the following overall outcomes:

    a. Land is developed for Specialised centre purposes on lots identified as Specialised centre sub-precinct on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.3.1 - Enterprise and employment urban design framework.

    b. Development of uses that support and complement the role and function of the Specialised centre and provide a local function may be accommodated.

    c. Bulky retail and commercial activities are consolidated along the main street boulevard of the Enterprise and employment precinct.

    d. The Specialised centre sub-precinct includes a neighbourhood hub located on the main street boulevard providing convenience retail and commercial support functions to the businesses and employed persons within the Enterprise and employment precinct.

    e. Neighbourhood hubs are located:

        i. at the junction of main streets and public transport routes in accessible and visible locations;

        ii. generally to the side of the intersection creating pedestrian focused main streets;

        iii. where it will service the immediate convenience needs of the employment and industry workforce;

        iv. in locations shown on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.3.1 - Enterprise and employment urban design framework.

    f. The operation and viability of the Specialised centre are protected from the intrusion of incompatible uses.

    g. Development does not constrain the operation or viability of low impact industry[(42)] activities or low to medium impact industry[(47)] activities in the Enterprise and employment precinct.

    h. Where the Specialised centre sub-precinct provides a buffer between the adjacent General industry sub-precinct and other non-industrial uses as indicated on a Neighbourhood development plan a range of uses which will have reverse amenity impacts on the General industry sub-precinct or adverse impacts on the non-industrial uses are established in the buffer.

    i. Low impact industry[(42)] and Medium impact industry[(47)] are not established in the sub-precinct.

    j. Development provides a range of lot sizes to cater for business and employment needs and user requirements as indicated on a Neighbourhood development plan.

    k. The design, siting and construction of buildings for large footprint bulky goods retail, Hardware and trade supplies[(32)] and complementary activities:

        i. adjoins the main street boulevard;

ii. provides attractive frontages that address internal and external public spaces and adjoining main streets;

iii. improves pedestrian connectivity and walkability between key destination s within and external to the site through public realm improvements;

iv. ensures the safety, comfort and enjoyment of residents, visitors and workers;

v. provides for active and passive surveillance of the public spaces and road frontages;

vi. ensure parking, manoeuvring and servicing areas are designed, located and aesthetically treated to not be visually dominant features from the streetscape and public spaces

l. General works associated with the development achieves the following:

i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity, water and sewerage (where available);

ii. the development manages stormwater to:

A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
B. prevent stormwater contamination and the release of pollutants;
C. maintain or improve the structure and condition of drainage lines and riparian areas;
D. avoid off-site adverse impacts from stormwater.

iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

m. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

n. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

o. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

p. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

q. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

r. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

s. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

t. Development constraints:

i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

A. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
D. ensuring effective and efficient disaster management response and recovery capabilities;
E. for overland flow path;

I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

u. Development in the Specialised centre sub-precinct includes one or more of the following:

- Caretaker's accommodation(10)
- Car wash(11)
- Emergency services(25)
- Food and drink outlet(28)
- Garden centre(31)
- Hardware and trade supplies(32)
- Outdoor sales(54)
- Service station(74)
- Showroom(78)
- Substation(80)
- Telecommunication facility(81)
- Utility installation(86)
- Where in a neighbourhood hub:
  - Food and drink outlet(28)
- Office(53)
- Shop(75)
- Veterinary services(87)

v. Development in the Specialised centre sub-precinct does not include any of the following:

- Agricultural supplies store(2)
- Air services(3)
- Animal husbandry(4)
- Animal keeping(5)
- Aquaculture(6)
- High impact industry(34)
- Home based business(35)
- Hospital(36)
- Hotel(37)
- Intensive animal industry(39)
- Permanent plantation(59)
- Place of worship(60)
- Port services(61)
- Relocatable home park(62)
- Renewable energy facility(63)

- Bar[7]
- Brothel[7]
- Bulk landscape supplies[9]
- Cemetery[12]
- Child care centre[13]
- Club[14]
- Community care centre[15]
- Community residence[16]
- Community use[17]
- Crematorium[18]
- Cropping[19]
- Detention facility[20]
- Duel occupancyCould not findID-2693465-5148
- Dwelling houseCould not findID-2693465-5150
- Dwelling unit[23]
- Education establishment[24]
- Environment facility[26]
- Extractive industry[27]
- Function facility[29]
- Funeral parlour[30]
- Health care services[33]
- Intensive horticulture[40]
- Landing[41]
- Low impact industry[42]
- Major electricity infrastructure[43]
- Major sport, recreation and entertainment[44] facility
- Marine industry[45]
- Market[46]
- Medium impact industry[47]
- Multiple dwellingCould not findID-2693465-5213
- Nature-based tourism[50]
- Nightclub entertainment facility[51]
- Non-resident workforce accommodation[52]
- Outdoor sport and recreation[55]
- Parking station[58]
- Research and technology industry[64]
- Residential care facility[65]
- Resort complex[66]
- Retirement facility[67]
- Roadside stall[68]
- Rural industry[70]
- Rural workers accommodation[71]
- Sales office[72]
- Service industry[73]
- Shopping centre[76]
- Short-term accommodation[77]
- Special industry[79]
- Theatre[82]
- Tourist park[84]
- Transport depot[85]
- Warehouse[88]
- Wholesale nursery[89]
- Winery[90]

w. Development not listed in the tables above may be considered on its merits where it reflects and supports the outcomes of the sub-precinct.

7.2.3.3.3.2 Requirements for assessment

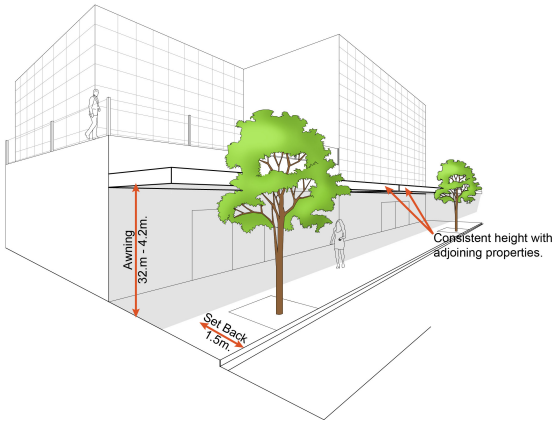
Part O - Criteria for assessable development - Specialised centre sub-precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part O, Table 7.2.3.3.3.1, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.3.3.1 Assessable development - Specialised centre precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Centre network and function	
PO1 Uses and activities: a. provide large bulky goods retail to the general public; b. provide a convenience and support role to the local industrial workforce in the form of a neighbourhood hub.	No example provided.
Active frontage	
PO2 Buildings and individual tenancies address street frontages and other areas of pedestrian movement.	No example provided.
Setbacks	
PO3 Side and rear setbacks are of a dimension to: a. cater for required openings, the location of loading docks and landscaped buffers etc.; b. protect the amenity of adjoining sensitive land uses.	No example provided.
Site area	
PO4 The development has sufficient area and dimensions to accommodate required buildings and structures, vehicular access, manoeuvring and parking and landscaping.	No example provided.

Building height	
PO5 The height of buildings reflect the individual character of the precinct.	**E5** Building heights do not to exceed that mapped on Neighbourhood development plan map - Building heights.
Built form	
PO6 Awnings are provided at the ground floor fronting pedestrian footpaths. Awnings: a. provide adequate protection for pedestrians from solar exposure and inclement weather; b. are integrated with the design of the building and the form and function of the street; c. do not compromise the provision of street trees and signage; d. ensure the safety of pedestrians and vehicles (e.g. no support poles).	**E6** Buildings incorporate an awning that: a. is cantilevered; b. extends from the face of the building; c. has a minimum height of 3.2m and not more than 4.2m above pavement level; d. does not extend past a vertical plane of 1.5m inside the kerb line to allow for street trees and regulatory signage; e. aligns with adjoining buildings to provide continuous shelter where possible. **Figure - Awning requirements** 
PO7 All buildings exhibit a high standard of design and construction, which: a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, a consistent building line, blank walls that are visible from public places are treated to not negatively impact the surrounding amenity);	No example provided.

b. contributes to a safe environment (e.g. through the use of lighting and not resulting in concealed recesses or potential entrapment areas); c. incorporates architectural features within the building facade at the street level to create human scale.	
PO8 Building entrances: a. are readily identifiable from the road frontage; b. add visual interest to the streetscape; c. are designed to limit opportunities for concealment; d. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites; e. include footpaths that connect with adjoining sites; f. provide a dedicated, seal pedestrian footpath between the street frontage and the building entrance. Note - The design provisions for footpaths outlined in Planning scheme policy - Integrated design may assist in demonstrating compliance with this Performance Outcome.	No example provided.
Car parking	
PO9 The provision of car parking spaces is: a. appropriate for the use; b. avoids an oversupply of car parking spaces. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E9** Car parking is provided in accordance with Schedule 7 - Car parking. Note - The above rates exclude car parking spaces for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards.
PO10 Car parking is designed to avoid the visual impact of large areas of surface car parking.	No example provided.

PO11 Car parking design includes innovative solutions, including on-street parking and shared parking areas on the streetscape. Note - Refer to Planning scheme policy - Integrated design for details and examples of on-street parking.	No example provided.
PO12 The design of car parking areas: a. does not impact on the safety of the external road network; b. ensures the safe movement of vehicles within the site; c. interconnects with car parking areas on adjoining sites wherever possible.	**E12** All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1 Parking facilities Part 1: Off-street car parking.
PO13 The safety and efficiency of pedestrian movement is prioritised in the design of car parking areas through providing pedestrian paths in car parking areas that are: a. located along the most direct pedestrian routes between building entrances, car parks and adjoining uses; b. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc); c. are of a width to allow safe and efficient access for prams and wheelchairs.	No example provided.
Loading and servicing	
PO14 Loading and servicing areas: a. are not visible from any street frontage; b. are integrated into the design of the building;	No example provided.

c. include screening and buffers to reduce negative impacts on adjoining sensitive land uses; d. are consolidated and shared with adjoining sites where possible. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design.	
Waste	
PO15 Bins and bin storage area/s are designed, located and managed to prevent amenity impacts on the locality.	**E15** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Landscaping and fencing	
PO16 On-site landscaping: a. is incorporated into the design of the development; b. reduces the dominance of car parking and servicing areas from the street frontage; c. incorporates shade trees in car parking areas; d. retains mature trees wherever possible; e. contributes to quality public spaces and the microclimate by providing shelter and shade; f. maintains the achievement of active frontages and sightlines for casual surveillance. Note - All landscaping is to accord with Planning scheme policy - Integrated design.	**E16.1** Where adjoining land is contained within the Urban living precinct a 3m deep landscaping strip is provided for the length of the boundary. Landscaping must have a mature height of at least 3m. Note - Refer to Planning scheme policy - Integrated design for species, details and examples. **E16.2** Trees are provided in car paring areas at a rate of 1 tree per 10 car parking spaces. Note - Refer to Planning scheme policy - Integrated design for species, details and examples. **E16.3** Development includes the provision of street trees. Note - Refer to Planning scheme policy - Integrated design for species, details and examples.
PO17 Surveillance and overlooking are maintained between the road frontage and the main building line.	No example is provided.
Lighting	

PO18 Lighting is directed and shielded to not cause unreasonable disturbance to any person on adjoining land.	**E18** Artificial lighting on-site is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - "Curfewed hours" are taken to be those hours between 10pm and 7am on the following day.
Amenity	
PO19 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, chemicals and other nuisance.	No example provided.
Noise	
PO20 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO21 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise.	**E21.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E21.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths

Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Works criteria	
Utilities	
PO22 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Access	
PO23 Development provides functional and integrated car parking and vehicle access, that: a. prioritises the movement and safety of pedestrians between car parking areas at the rear through to the 'main street' and the entrance to the building (e.g. Rear entry, arcade etc.); b. provides safety and security of people and property at all times; c. does not impede active transport options; d. does not impact on the safe and efficient movement of traffic external to the site; e. where possible vehicle access points are consolidated and shared with adjoining sites. Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.	No example provided.
PO24	No example provided.

Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	
PO25 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E25.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E25.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E25.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E25.4 The development layout allows forward vehicular access to and from the site.
PO26 Safe access facilities are provided for all vehicles required to access the site.	**E26.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking;

	ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E26.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E26.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E26.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO27 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E27** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.

PO28 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E28.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E28.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Street design and layout	
PO29 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant).	No example provided.

Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO30 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: ● Development is near a transport sensitive location; ● Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; ● Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; ● Residential development greater than 50 lots or dwellings; ● Offices greater than 4,000m^2 Gross Floor Area (GFA); ● Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; ● Warehouses[88] greater than 6,000m^2 GFA; ● On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy.	**E30.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E30.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E30.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.

Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	
PO31 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E31** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function: i. intersecting road located on the same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on the same side = 100 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on the same side = 300 metres; ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres; d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads.

<table>
<tr>
<td></td>
<td>Note - The road network is mapped on Overlay map - Road hierarchy.

Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and resent/forecast turning and through volumes.</td>
</tr>
<tr>
<td>PO32

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council’s standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td>
<td>E32

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

<table>
<tr><th>Situation</th><th>Minimum construction</th></tr>
<tr><td>Frontage road unconstructed or gravel road only;

OR

Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard;

OR

Frontage road partially constructed* to Planning scheme policy - Integrated design standard.</td><td>Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.

The minimum total travel lane width is:

• 6m for minor roads;

• 7m for major roads.</td></tr>
</table>

Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).</td>
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</table>

	Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO33 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E33.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E33.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E33.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO34 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E34.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E34.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E34.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.

	E34.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO35 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E35** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO36 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO37 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.

PO38 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in: i. 6 or more dwellings; or ii. an impervious area greater than 25% of the net developable area, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives. Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	No example provided.
PO39 Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes. 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.	**E39** 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: **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)

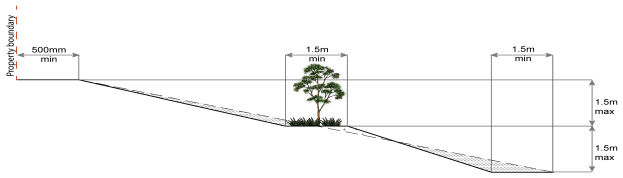
	Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system. Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
PO40 Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.	No example provided.
Site works and construction management	
PO41 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO42 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E42.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E42.2

	Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E42.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E42.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO43 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E43** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO44 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or	**E44.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
	E44.2 All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads.
	E44.3

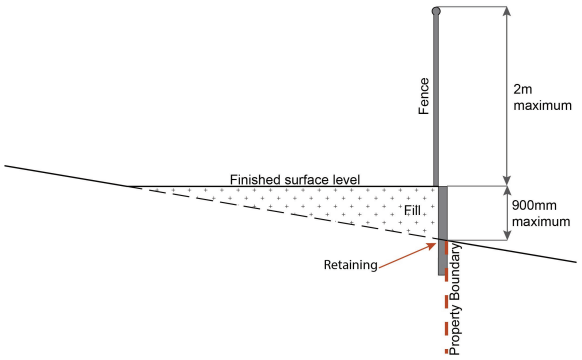
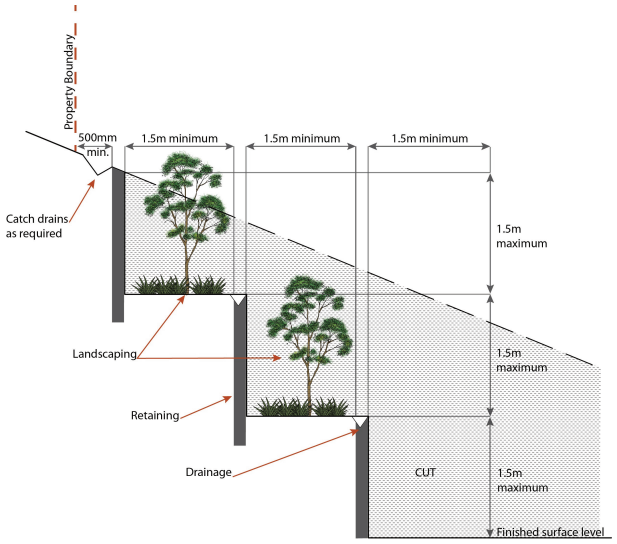
b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E44.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E44.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads. **E44.6** Access to the development site is obtained via an existing lawful access point.
PO45 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E45** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.

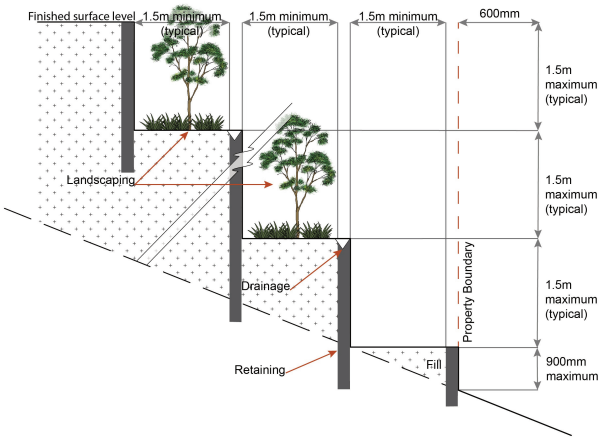
PO46 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E46** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO47 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E47.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E47.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO48 All development works are carried out at times which minimise noise impacts to residents.	**E48** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.

PO49 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO50 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E50.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E50.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E50.3 All filling or excavation is contained within the site and is free draining.
	E50.4 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E50.5 The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

	E50.6 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO51 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E51** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO52 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	**E52.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act. **E52.2** Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.

PO53 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO54 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
PO55 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E55** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO56	**E56**

All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below. 



Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO57 Development incorporates a fire fighting system that: a. satisfies the reasonable needs of the fire fighting entity for the area; b. is appropriate for the size, shape and topography of the development and its surrounds;	**E57.1** External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

c. is compatible with the operational equipment available to the fire fighting entity for the area; d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another; e. considers the fire hazard inherent in the surrounds to the development site; f. is maintained in effective operating order. Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.	a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks[(84)] or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. for outdoor sales[(54)], processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales[(54)], outdoor processing and outdoor storage facilities; d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.
	E57.2 A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m; c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E57.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO58 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E58** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site:

	i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
PO59 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E59** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Retail and commercial activities	
PO60 Retail and commercial uses within a neighbourhood hub consists of no more than:	No example provided.

a. 1 small format supermarket with a maximum gfa of 1000m^2; b. 10 small format retail or commercial tenancies with a maximum gfa of 100m^2 each.	
Caretaker's accommodation(10)	
PO61 With the exception of Caretaker's accommodation(10), residential and other sensitive land uses do not establish within the sub-precinct.	No example provided.
PO62 Development of Caretaker's accommodation(10): a. does not compromise the productivity of the use occurring on-site and in the surrounding area; b. is domestic in scale; c. provides adequate car parking provisions exclusive of the primary use of the site; d. is safe for the residents; e. has regard to the open space and recreation needs of the residents.	**E62** Caretaker's accommodation(10): a. has a maximum GFA of 80m^2; b. does not gain access from a separate driveway to that of the industrial use; c. provides a minimum 16m^2 of private open space directly accessible from a habitable room; d. provides car parking in accordance with the car parking rates table.
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO63 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E63.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E63.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.

PO64 Infrastructure does not have an impact on pedestrian health and safety.	**E64** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO65 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E65** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO66 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E66.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E66.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO67 A new Telecommunications facility(81) is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E67** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO68	**E68**

Telecommunications facilities[81] do not conflict with lawful existing land uses both on and adjoining the site.	The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO69 The Telecommunications facility[81] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E69.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E69.2 In all other areas towers do not exceed 35m in height.
	E69.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E69.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E69.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E69.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.

PO70 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E70** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO71 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E71** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.

Values and constraints criteria

Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.

Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following assessment criteria apply)

Note - To demonstrate achievement of the performance outcome, an Acid sulfate soils (ASS) investigation report and soil management plan is prepared by a qualified engineer. Guidance for the preparation an ASS investigation report and soil management plan is provided in Planning scheme policy - Acid sulfate soils.

PO72 Development avoids disturbing acid sulfate soils. Where development disturbs acid sulfate soils, development: a. is managed to avoid or minimise the release of surface or groundwater flows containing acid and metal contaminants into the environment; b. protects the environmental and ecological values and health of receiving waters; c. protects buildings and infrastructure from the effects of acid sulfate soils.	**E72** Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below than 5m Australian Height datum AHD; or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m Australian Height datum AHD.

Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply)

Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter.

Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites.

Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.

PO73 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E73** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO74 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	No example provided.
PO75 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.

Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO76 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E76** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO77 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO78 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.

PO79 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO80 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E80** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO81 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E81** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO82 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E82.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E82.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO83	No example provided.

Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park(57)	
PO84 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**PO84** 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.

Minimum class of service vehicle

Land use	Minimum service vehicle class
Agricultural supplies store(2)	Small rigid vehicle
Bulk landscape supplies(9)	Articulated vehicle
Garden centre(31)	Heavy rigid vehicle
Hardware and trade supplies(32)	Articulated vehicle
High impact industry(34)	Articulated vehicle
Low impact industry(42)	Heavy rigid vehicle
Marine industry(45)	Articulated vehicle
Medium impact industry(47)	Articulated vehicle

Land use	Minimum service vehicle class
Outdoor sales**(54)**	Articulated vehicle
Research and technology industry**(64)**	Heavy rigid vehicle
Sales office**(72)**	Small rigid vehicle
Service industry**(73)**	Small rigid vehicle
Service station**(74)**	Articulated vehicle
Showroom**(78)**	Articulated vehicle
Utility installation**(86)**	Heavy rigid vehicle
Warehouse**(88)** (where self-storage)	Medium rigid vehicle
Warehouse**(88)** (other)	Articulated vehicle
Wholesale nursery**(89)**	Heavy rigid vehicle

Note - Service vehicle classes are defined in AS2890.2 - Offstreet parking, Part 2: Commercial vehicles

Service vehicle requirements

Site area	Service vehicle requirement
Less than 1,000m^2	a. Demonstrate that the development can accommodate the particular design vehicle but a separate service bay and associated manoeuvring area is not required. b. Where is can be demonstrated that loading and unloading can take place within the road reserve consistent with MUTCD bay requirements. c. Otherwise service vehicle requirements for a 1,000m^2 - 2,000m^2 site applies.
1,000m^2 - 2,000m^2	a. Service bay for heavy rigid vehicle is required on-site, where a heavy rigid vehicle is identified in the design service vehicle in Table X. b. Restricted manoeuvring allowed on-site for heavy rigid vehicle and articulated vehicle. c. Full on-site manoeuvring for all other classes of service vehicle is required.
2,001m^2 - 4,000m^2	a. A service bay is required for the design service vehicles identified in Table X. b. Restricted manoeuvring permitted on-site for articulated vehicles. Full on-site manoeuvring is required for all other classes of service vehicle.
Greater than 4,000m^2	Service bays and full on-site manoeuvring is required for all classes of service vehicles identified in Table X.

Note -

a. Restricted manoeuvring is defined as a single point reverse manoeuvre in order to access a service loading bay on-site. This manoeuvre may be performed from the kerbside lane on a minor road where it is clearly demonstrated that the design vehicle can achieve such a manoeuvre to access the service loading bay.

b. Minor road is a cul-de-sac or road carrying predominately local traffic.

c. MUTCD: Transport and Main Roads - Manual of Uniform Traffic Control Devices.

7.2.3.4 Green network precinct

7.2.3.4.1 Purpose - Green network precinct

Note - The Green Network is a key feature of the Caboolture West Local Plan and central to a long term vision to develop green network that provides urban as well as environmental sustainability. The green network and vision was devised with both local and regional dimensions in mind. The Green Network is:

i. An area designed around flood risk; current and future environmental values; steep slopes; property boundaries; and sensibly designed land use boundaries. Its design suggests a practical 'no-development' area that can be linked to categories of development or the categories of assessment and other regulations (it is not the result of a 'sieving' exercise.) Conversely, land outside the green network can be made relatively easy to develop, as it has been assessed as having no or only minor constraints.

ii. Multi-purpose – environmental protection, waterways, stormwater conveyance and treatment, recreation and urban infrastructure are suitable uses.

iii. Designed to function as the receive site for environmental offsets as development occurs within the Local Plan area.

iv. Frames neighbourhoods and provides significant amenity value, buffering and for active transport.

v. Supplemented by minor environmental corridors. These are narrow linear green spaces of 30-50m wide. It is not possible to designate precise boundaries of these corridors at this stage. Instead this is to be resolved in Neighbourhood Development Plans. Minor environmental corridors typically follow minor gullies; a few exist as green links or as buffers to the enterprise and employment area.

1. The purpose of the Green network precinct is to provide for the protection and management of land having significant recreation and environmental values within the local plan area. The Green network precinct seeks to consolidate and rehabilitate fragmented land, through development offsetting, and create a strong and connected network of quality environmental landscape areas having significant recreation, conservation, biodiversity and habitat values. The precinct seeks to implement the policy direction as set out in Part 3, Strategic Framework.

2. The purpose of the code will be achieved through the following overall outcomes:

    a. Development proceeds in accordance with the Caboolture West structure plan (Figure 7.2.3.1 - Caboolture West structure plan) and an approved Neighbourhood development plan.

    b. Development achieves a multi-functioning network system comprising natural areas, recreational areas, infrastructure and services and utilities. Semi-natural and engineered components, such as wildlife movement infrastructure, stormwater management (bio-retention) systems, revegetation projects and recreation uses are established.

    c. Development maintains and enhances environmental values, including natural, ecological, biological, aquatic, hydrological and amenity values through revegetation projects and landscaping and facilitating safe wildlife movement and habitat connectivity through the environment.

    d. Quality environmental linkages to significant environmental areas are established, including Sheep Station Creek Conservation Park and the D'Aguilar Mountain Range.

    e. A range of formal and informal, active and passive sports and recreation opportunities are provided to meet community needs in locations identified in an approved Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan and Figure 7.2.3.4 - Green network and open space.

    f. Development:

        i. does not adversely affect the flood-storage capacity or flood-carrying capacity of a waterway;

        ii. protects the hydraulic characteristics of the floodplain.

g. Development does not result in vegetation clearing within the precinct, except for the purpose of:

   i. infrastructure and services associated with reconfiguring a lot and land development;

   ii. utilities;

   iii. parks[(57)] and open space areas;

   iv. environmental and recreational facilities;

   v. revegetation projects.

h. Development offsets, provided by way of development levy for urban development in the Urban living precinct, are:

   i. provided in suitable locations within the precinct;

   ii. contribute to the maintenance and rehabilitation of land and vegetation within the geomorphic stream channel;

   iii. to result in increase patch size, more regular patch boundaries and strategic linkages between habitat patches;

   iv. strategically located and managed in order to link areas of retained and established habitat to increase koala population size and connectivity.

i. General works associated with the development achieves the following:

   i. a high standard of electricity, telecommunications, roads, sewerage, water supply and street lighting services are provided to new development to meet the current and future needs of users of the site;
   ii. the development manages stormwater to:

      A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
      B. prevent stormwater contamination and the release of pollutants;
      C. maintain or improve the structure and condition of drainage lines and riparian areas;
      D. avoid off-site adverse impacts from stormwater.

   iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

j. Activities associated with the use do not cause a nuisance by way of aerosols, fumes, light, noise, odour, particles or smoke.

k. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

l. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

m. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

n. Development ensures the safety, efficiency and useability of the street network, access ways and parking areas.

o. Development does not result in unacceptable impacts on the capacity and safety of the external road network.

p. Facilities, infrastructure and public realm improvements are provided to support active transport usage and contribute to improved pedestrian connectivity and walkability between key destinations.

q. Pedestrian connections are provided to integrate the development with the surrounding area as well as the street and public spaces.

r. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Environmental areas, Infrastructure buffers (High voltage lines, Bulk water supply), Overland flow path, and Heritage and landscape by:

    i. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint 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, restoring and rehabilitating environmental values, including natural, ecological, biological, aquatic, hydrological and amenity values, and enhancing these values through the provision of planting and landscaping, and facilitating safe wildlife movement and connectivity though:

        A. the provision of replacement, restoration, rehabilitation planting and landscaping;

        B. the location, design and management of development to avoid or minimise adverse impacts on ecological systems and processes;

        C. the requiring of environmental offsets in accordance with the Environmental Offsets Act 2014.

    iv. protecting native species and protecting and enhancing 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. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;

    vii. establishing, maintaining and protecting appropriate buffers to waterways, wetlands, native vegetation and significant fauna habitat;

    viii. ensuring effective and efficient disaster management response and recovery capabilities;

    ix. for overland flow path;

        A. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;

        B. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;

C. development does not impact on the conveyance of overland flow up to and including 1% AEP for the fully developed upstream catchment;

D. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

s. Development in the Green network precinct includes one or more of the following :

• Environment facility[26] • Outdoor sport and recreation[55]	• Park[57] • Permanent plantation[59]	• Substation [80] • Telecommunication facility[81] • Utility installation [86]

t. Development in the Green network precinct does not include any of the following:

• Adult store[1] • Agricultural supplies store[2] • Air services[3] • Animal keeping[5] • Aquaculture[6] • Bar[7] • Brothel[8] • Bulk landscape supplies[9] • Caretaker's accommodation[10] • Car wash[11] • Cemetery[12] • Child care centre[13] • Club[14] • Community care centre[15]	• Hardware and trade supplies[32] • Health care services[33] • High Impact industry[34] • Home based business[35] • Hospital[36] • Hotel[37] • Indoor sport and recreation[38] • Intensive animal industry[39] • Intensive horticulture[40] • Landing[41] • Low impact industry[42] • Major electricity infrastructure[43] • Major sport, recreation and entertainment facility[44]	• Port services[61] • Relocatable home park[62] • Renewable energy facility[63] • Research and technology industry[64] • Residential care facility[65] • Resort complex[66] • Retirement facility[67] • Roadside stall[68] • Rooming accommodation[69] • Rural industry[70] • Rural workers' accommodation[71] • Sales office[72] • Service industry[73] • Service station[74]

• Community residence[16] • Community use[17] • Crematorium[18] • Cropping[19] • Detention facility[20] • Dual occupancyCould not findID-2693465-5148 • Dwelling houseCould not findID-2693465-5150 • Dwelling unit[23] • Educational establishment[24] • Emergency services[25] • Extractive industry[27] • Food and drink outlet[28] • Function facility[29] • Funeral parlour[30] • Garden centre[31]	• Marine industry[45] • Market[46] • Medium impact industry[47] • Motor sport facility[48] • Multiple dwellingCould not findID-2693465-5213 • Nightclub entertainment facility[51] • Non-resident workforce accommodation[52] • Office[53] • Outdoor sales[54] • Parking station[58] • Place of worship[60]	• Shop[75] • Shopping centre[76] • Short-term accommodation[77] • Showroom[78] • Special industry[79] • Theatre[82] • Tourist attraction[83] • Tourist park[84] • Transport depot[85] • Veterinary services[87] • Warehouse[88] • Wholesale nursery[89] • Winery[90]

u. Development not listed in the tables above may be considered on its merits and where it reflects and supports the outcomes of the precinct.

7.2.3.4.2 Requirements for assessment

If development is to be categorised as accepted development subject to requirements it must comply with the requirements for accepted development set out in Part R, Table 7.2.3.4.1. Where the development does not meet requirement for accepted development (RAD) within Part R, Table 7.2.3.4.1, it becomes assessable development under the rules outlined in section 5.3.3. (1), and assessment is against the corresponding performance outcome (PO) identified in the table below. This only occurs whenever a RAD is not met, and is therefore limited to the subject matter of the RADs that are not complied with. To remove any doubt, for those RADs that are complied with, there is no need for assessment against the corresponding PO.

	Corresponding performance outcomes (PO)
RAD1	PO5

	Corresponding performance outcomes (PO)
RAD2	PO6
RAD3	PO7
RAD4	PO8
RAD5	PO8
RAD6	PO10
RAD7	PO13
RAD8	PO13
RAD9	PO13
RAD10	PO16
RAD11	PO19
RAD12	PO20
RAD13	PO22
RAD14	PO24
RAD15	PO25
RAD16	PO22
RAD17	PO17
RAD18	PO26-PO31
RAD19	PO31
RAD20	PO26
RAD21	PO26
RAD22	PO26
RAD23	PO26
RAD24	PO26
RAD25	PO28
RAD26	PO32
RAD27	PO32
RAD28	PO32
RAD29	PO33
RAD30	PO34
RAD31	PO35
RAD32	PO35
RAD33	PO39

	Corresponding performance outcomes (PO)
RAD34	PO39
RAD35	PO39
RAD36	PO40
RAD37	PO39
RAD38	PO41
RAD39	PO43
RAD40	PO44
RAD41	PO45
RAD42	PO45
RAD43	PO45
RAD44	PO45
RAD45	PO47
RAD46	PO48
RAD47	PO60
RAD48	PO61
RAD49	PO62
RAD50	PO63
RAD51	PO64, PO65
RAD52	PO64, PO65
RAD53	PO67
RAD54	PO67
RAD55	PO58
RAD56	PO70-PO72, PO74-PO76
RAD57	PO70-PO72, PO74-PO76
RAD58	PO70-PO72, PO74-PO76
RAD59	PO77

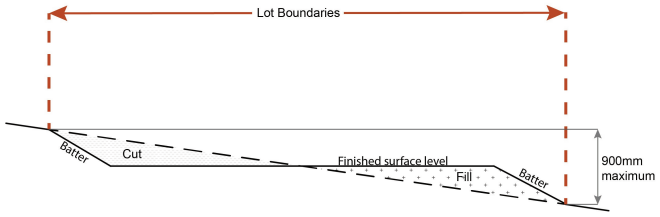
Part R — Requirements for accepted development - Green network precinct

Table 7.2.3.4.1 Requirements for accepted development - Green network precinct

Requirements for accepted development
General requirements
Structure plan and Neighbourhood development plan

RAD1	Development occurs in accordance with an approved Neighbourhood development plan relating to: a. the provision of infrastructure and services associated with reconfiguring a lot and land development; b. utilities; c. parks[(57)] and open space; d. environmental and recreational facilities.
Lighting	
RAD2	Artificial lighting on-site is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - "Curfewed hours" are taken to be those hours between 10pm and 7am on the following day.
Car parking	
RAD3	On-site car parking is provided in accordance with Schedule 7 - Car parking.
Vegetation clearing and environmental offset	
RAD4	No vegetation clearing is permitted except for: a. the provision of infrastructure and services associated with reconfiguring a lot and land development; b. utilities; c. Parks[(57)] and open space; d. environmental and recreational facilities. e. revegetation projects.
RAD5	Any vegetation clearing is to be offset and that offset is located within the Green network precinct.
Works requirements	
Utilities	
RAD6	Development is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).
Access	

RAD7	Any new or changes to existing crossovers and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS2890.1 Parking facilities - Off street car parking; ii. AS/NZS2890.2 - Parking facilities - Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in AustRoads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
RAD8	Any new or changes to existing internal driveways and access ways are designed and constructed in accordance with AS/NZS2890.1 Parking Facilities – Off street car parking and the relevant standards in Planning scheme policy - Integrated design.
RAD9	Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
Stormwater	
RAD10	Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises in accordance with Planning scheme policy - Integrated design.
Site works and construction management	
RAD11	The site and any existing structures are maintained in a tidy and safe condition.
RAD12	Site construction works incorporate temporary stormwater run-off, erosion and sediment controls and trash traps designed in accordance with the Urban Stormwater Quality Planning Guidelines and Planning scheme policy - Integrated design.
RAD13	Construction traffic, including contractor car parking, is controlled in accordance with a traffic management plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).
RAD14	All vegetation to be retained on-site is clearly identified and fenced or protected prior to development works commencing. Note - Refer to value and constraint requirements for accepted development in this table for classes of vegetation to be retained for accepted development subject to requirements.
RAD15	Any damage to council land or infrastructure is to be repaired or replaced, with the same materials prior to plan sealing or final building classification.
RAD16	Any material dropped, deposited or spilled on the road(s) as a result of construction processes associated with the site are to be cleaned at all times.

Earthworks	
RAD17	The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
RAD18	The total of all cut and fill on-site does not exceed 900mm in height. **Figure - Cut and Fill**  Note - This is site earthworks not building work.
RAD19	Cut and fill batters, (other than batters to dams and water impoundments), have a finished slope no steeper than the following: a. any cut batter is no steeper than 1V in 4H; b. any fill batter, (other than a compacted fill batter), is no steeper than 1V in 4H; c. any compacted fill batter is no steeper than 1V in 4H.
RAD20	All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
RAD21	Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters. Note - Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
RAD22	All fill and excavation is contained on-site and is free draining.
RAD23	Earthworks undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land (other than a road) in a manner which:

	i. concentrates the flow; or ii. increases the flow rates of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
RAD24	All fill placed on-site is: a. limited to that necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
RAD25	Filling or excavation that would result in any of the following is not carried out on-site: a. a reduction in cover over any Council or public sector entity infrastructure to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity infrastructure above that which existed prior to the filling or excavation works being undertaken; c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.

Fire services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

	i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site. Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.
RAD26	External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005): a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. - for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. - for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. - for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities; and d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and where applicable, Part 3.6.
RAD27	A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m; c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
RAD28	On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
RAD29	For development that contains on-site fire hydrants external to buildings:

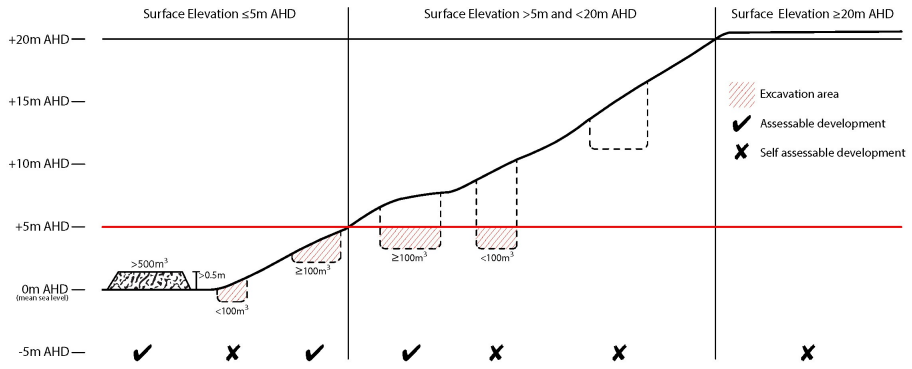
	a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
RAD30	For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavements markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific requirements	
Environment facility[26]	
RAD31	All buildings and structures associated with an Environment facility[26] are setback 10m from all property boundaries.
RAD32	The maximum height of any building and structure associated with an Environment facility[26] is 5m.
Outdoor sport and recreation[55]	
RAD33	Site cover of all buildings and structures does not exceed 10%.
RAD34	All buildings and structures are setback a minimum of 10m from all property boundaries.
RAD35	The maximum height of all buildings and structures is 8.5m.
RAD36	Bins and bin storage areas are provided, designed and managed in accordance with Planning scheme policy – Waste.

RAD37	Outdoor storage areas are screened from adjoining sites and roads by either planting, wall(s), fence(s) or a combination thereof at least 1.8m in height along the length of the storage area.
Permanent plantation[59]	
RAD38	Planting only comprises of native species found in local regional ecosystems.
Telecommunications facility[81] Editor's note - In accordance with the Federal legislation Telecommunications facilities[81] must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
RAD39	A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
RAD40	The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
RAD41	Equipment shelters and associated structures are located: a. directly beside the existing equipment shelter and associated structures; b. behind the main building line; c. further away from the frontage than the existing equipment shelter and associated structures; d. a minimum of 10m from side and rear boundaries.
RAD42	Equipment shelters and other associated structures are either the same type of colour or material to match the surrounding locality.
RAD43	The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
RAD44	A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the development and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person to ensure compliance with Planning scheme policy - Integrated design.
RAD45	All equipment comprising the telecommunications facility[81] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Values and constraints requirements	

Note - The relevant values and constraints requirements 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.

Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following requirements apply)

Note - Planning scheme policy - Acid sulfate soils provides guidance for requirements for accepted development that has the potential to disturb acid sulfate soils i.e. development involving filling or excavation works below the thresholds of 100m^3 and 500m^3 respectively.

RAD46	Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below 5m Australian Height Datum AHD, or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m AHD. 

Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following requirements apply)

Note - For the purposes of section 12 of the Building Regulation 2006, land identified as very high potential bushfire intensity, high potential bushfire intensity, medium potential bushfire intensity or potential impact buffer on the Bushfire hazard area overlay map is the 'designated bushfire hazard area'. AS 3959-2009 Construction of buildings in bushfire hazard area applies within these areas.

Note - The bushfire hazard area provisions do not apply where a development envelope recognising and responding to this constraint has been identified and approved by Council as part of a reconfiguration of lot, development approval or approved Bush Fire Management Plan in this and previous planning schemes.

RAD47	Building and structures have contained within the site: a. a separation from classified vegetation of 20m or the distance required to achieve a bushfire attack level (BAL) at the building, roofed structure or fire fighting water supply of no more than 29, whichever is the greater; b. a separation from low threat vegetation of 10m or the distance required to achieve a bushfire attack level (BAL) at the building, roof structure or fire fighting water supply of no more than 29, whichever is the greater; c. a separation of no less than 10m between a fire fighting water supply extraction point and any classified vegetation, buildings and other roofed structures;

	d. an area suitable for a standard fire fighting appliance to stand within 3m of a fire fighting water supply extraction point; and e. an access path suitable for use by a standard fire fighting appliance having a formed width of at least 4m, a cross-fall of no greater than 5%, and a longitudinal gradient of no greater than 25%; i. to, and around, each building and other roofed structures; and ii. to each fire fighting water supply extraction point. Note - The meaning of the terms classified vegetation and low threat vegetation as well as the method of calculating the bushfire attack level are as described in Australian Standard AS3959.
RAD48	The length of driveway: a. to a public road does not exceed 100m between the most distant part of a building used for any purpose other than storage and the nearest part of a public road; b. has a maximum gradient no greater than 12.5%; c. have a minimum width of 3.5m; d. accommodate turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guideline.
RAD49	a. A reticulated water supply is provided by a distributer retailer for the area or, where not connected to a reticulated water supply, on-site fire fighting water storage containing not less than 10,000 litres (tanks with fire brigade tank fittings, swimming pools) is provided and located within 10m of buildings and structures. b. Where a swimming pool is the nominated on-site fire fighting water storage source, vehicle access to within 3m of that water storage source is provided. c. Where a tank is the nominated on-site fire fighting water storage source, it includes: i. a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank; ii. fire brigade tank fittings, comprising 50mm ball valve and male camlock coupling and, if underground, an access hole of 20mm (minimum) to accommodate suction lines.
RAD50	Development does not involve the manufacture or storage of hazardous chemicals.
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following requirements apply)	
RAD51	Development is for the preservation, maintenance, repair and restoration of the building, item or object of cultural heritage value.
RAD52	Any maintenance, repair and restoration works are in accordance with Council approval. A cultural heritage construction management plan for maintenance, repair and restoration is prepared in accordance with Planning scheme policy - Heritage and landscape character.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following requirements apply)	

RAD53	Except where located on Figure 7.2.3.1 - Caboolture West structure plan or an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.
RAD54	Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a water supply pipeline buffer.
Overland flow path (refer Overlay map - Overland flow path to determine if the following requirements apply)	
RAD55	Development for a material change of use or building work does not involve the construction of a building or structure in an Overland flow path area.
RAD56	Development for a material change of use or operational work does not impede the flow of flood waters through the premises or worsen flood flows to other premises. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow
RAD57	Development for a material change of use or building work ensures that fencing in an overland flow path area is at least 50% permeable.
RAD58	Development for a material change of use or building work that involves a hazardous chemical ensures the hazardous chemicals is not located within an overland flow path area.
RAD59	Development for a material change of use or building work for a Park[(57)] ensures that work is provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated design.

7.2.3.4.3 Requirements for assessment

Part S - Criteria for assessable development - Green network precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part S, Table 7.2.3.4.2, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.4.2 Assessable development - Green network precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Effects of development	
PO1	No example provided.

The natural, ecological and biological values present in the environment are protected. Development avoids adverse impacts on natural, ecological and biological values particularly in terms of the following: a. physical change; b. vegetation damage or removal; c. wildlife connectivity and accessibility; d. land fragmentation; e. land and vegetation degradation; f. visual detraction; g. soil stability and erosion; h. water quality; i. habitat protection.	
Form and nature of development	
PO2 The form and nature of development : a. is of a minor size and scale, low intensity and compatible with the physical characteristics and values; b. responds appropriately to the natural values and characteristics and constraints present such as slope and stability, visual prominence, landscape character, water courses, flooding, existing vegetation and surrounding land uses.	No example provided.
PO3 The visual impacts of development are minimised through the use of lightweight construction and the use of colours and materials compatible with the natural setting and surrounds.	No example provided.
PO4 Development is limited to Environment facilities**(26)**, nature based recreation and facilities, Parks**(57)**, Outdoor sports and recreation**(55)**, small scale Utility installation**(86)**, infrastructure and services.	No example provided.

Development is in appropriate locations that are allied to, and compatible with, the significant conservation values of the area.	
Structure plan and Neighbourhood development plan	
PO5 Development occurs in accordance with an approved Neighbourhood development plan that generally reflects the urban structure concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan and Figure 7.2.3.4 - Green network and open space.	No example provided
Amenity	
PO6 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, noise, light, chemicals and other environmental nuisances	No example provided.
Car parking	
PO7 On-site car parking associated with an activity provides safe and convenient on-site parking and manoeuvring to meet anticipated parking demand.	**E7** On-site car parking is provided in accordance with Schedule 7 - Car parking.
Noise	
PO8 Noise generating uses do not adversely affect existing noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO9 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing to safe and usable public spaces, through maintaining high levels of surveillance of	No example provided.

parks, streets and roads that serve active transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	
Works criteria	
Utilities	
PO10 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in a manner that: a. is effective in delivery of service and meets reasonable community expectations; b. has capacity to service the maximum lot yield envisaged for the precinct 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; f. minimises risk of potential adverse impacts on the natural and built 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.	**E10** Development is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).
Access	
PO11 Where required, access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	No example provided.
PO12	**E12.1**

The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network.	The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E12.2 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E12.3 The development layout allows forward vehicular access to and from the site.
PO13 Safe access is provided for all vehicles required to access the site.	**E13.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E13.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities;

	c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E13.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
PO14 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses(88) greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. 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	No example provided.

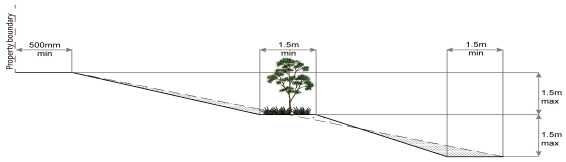
catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	
PO15 The development is provided with dedicated and constructed road access.	No example provided.
Stormwater	
PO16 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO17 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report may be required to demonstrate compliance with this performance outcome.	No example provided.
PO18	No example provided.

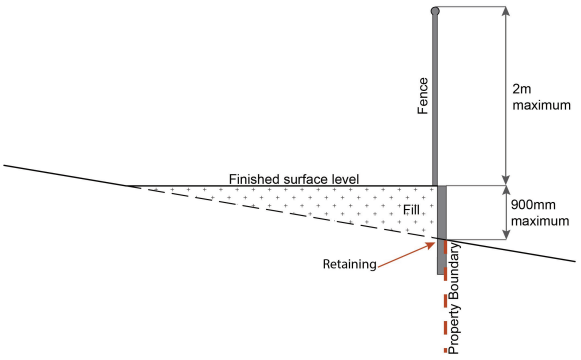
Stormwater quality management systems are designed and constructed to minimise the environmental impact of stormwater discharge on surface and underground receiving water quality and meet the design objectives in Tables A and B in Appendix 2 of the SPP. Note - A stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management.	
Site works and construction management	
PO19 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO20 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E20.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.
	E20.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to

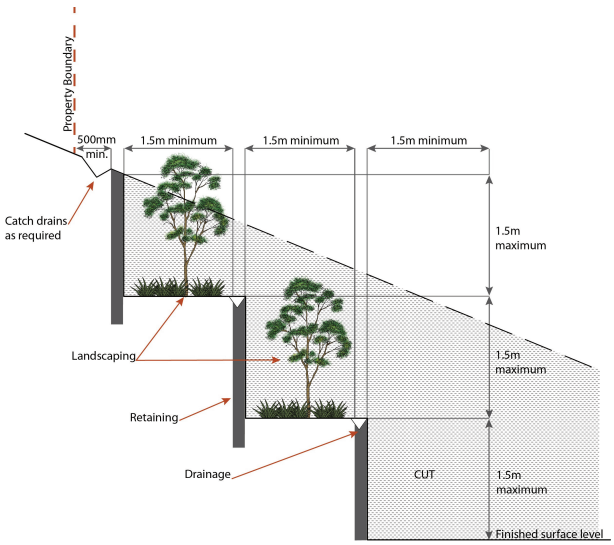
	commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E20.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E20.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO21 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E21** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO22 All works on-site and the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E22.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
	E22.2 All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractors vehicles are generally not to be parked in existing roads. Note - A Traffic Management Plan may be required for the site in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

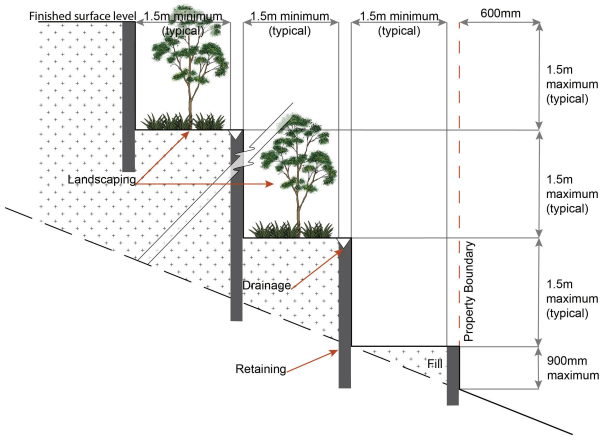
	E22.3 Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times.
PO23 All disturbed areas are rehabilitated at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E23** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of 50 millimetres; b. grassed. Note - These areas are to be maintained during any maintenance period to maximise grass coverage from grass seeding of these areas.
PO24 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E24.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E24.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO25 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	No example provided.

authorities, the Council or other person engaged in the provision of public utility services is to be carried with the development and at no cost to Council.	
Earthworks	
PO26 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E26.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E26.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E26.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E26.4 All filling or excavation is contained within the site and is free draining.
	E26.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E26.6 The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

	E26.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO27 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E27** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO28 On-site earthworks are undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	**E28.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act. **E28.2** Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO29 Filling or excavation does not result in land instability.	No example provided.

Note - A slope stability report prepared by an RPEQ may be required.	
PO30 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	No example provided.
Retaining walls and structures	
PO31 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E31** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO32

Development incorporates a fire fighting system that:

a. satisfies the reasonable needs of the fire fighting entity for the area;
b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.

E32.1

External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:
    i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
    ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
    iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities;
d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.

E32.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E32.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO33 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E33** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.

PO34 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E34** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Environment facility[26]	
PO35 Development will: a. ensure that buildings and structures are not overbearing, visually dominant or out of character with the surrounding natural, ecological, open space and recreational values associated with the Green network precinct; b. ensure buildings and structures do not result in overlooking of private areas when adjoining residential areas, or block or impinge upon the receipt of natural sunlight and outlook.	**E35.1** All buildings and structures associated with an Environment facility[26] are setback 10m from all property boundaries. **E35.2** The maximum height of any building and structure associated with an Environmental facility[26] is 5m.
Major electricity infrastructure[43], Substation[80] and Utility installation[86]	
PO36 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E36.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E36.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.

PO37 Infrastructure does not have an impact on pedestrian health and safety.	**E37** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO38 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E38** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Outdoor sport and recreation[(55)]	
PO39 Development will: a. maintain the open and unbuilt character of a site, uncluttered by building and maintaining the availability of a site for unobstructed outdoor recreational use; b. ensure that buildings and structures are not overbearing, visually dominant or out of character with the surrounding built environment nor detract from the amenity of adjoining land; c. ensure buildings and structures do not result in overlooking of private areas when adjoining residential areas, or block or impinge upon the receipt of natural sunlight and outlook; d. be designed in accordance with the principles of Crime Prevention Through Environment Design (CPTED) to achieve a high level of safety, surveillance and security; e. incorporate appropriate design response, relative to size and function of buildings, that acknowledge and reflect the region's sub-tropical climate; f. reduce the visual appearance of building bulk through:	**E39.1** Site cover of all buildings and structures does not exceed 10%. **E39.2** All buildings and structures are setback a minimum of 10m from all property boundaries. **E39.3** The maximum height of all buildings and structures is 8.5m. **E39.4** Outdoor storage areas are screened from adjoining sites and roads by either planting, wall(s), fence(s) or a combination thereof at least 1.8m in height along the length of the storage area.

i. design measures such as the provision of meaningful recesses and projections through the horizontal and vertical plane; ii. use of a variety of building materials and colours; iii. use of landscaping and screening. g. achieves the design principles outlined in Planning scheme policy - Integrated design.	
PO40 Bins and bin storage areas are provided, designed and managed in accordance with Planning scheme policy – Waste.	**E40** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Permanent plantation(59)	
PO41 Planting for Permanent plantation(59) purposes: a. only comprises of native species found in local regional ecosystems; b. is sufficiently set back from property boundaries to avoid adverse impacts on adjoining properties such as shading, fire risk, health and safety.	**E41** Planting only comprises of native species found in local regional ecosystems.
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO42 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E42.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E42.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.

PO43 A new Telecommunications facility[(81)] is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E43** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO44 Telecommunications facilities[(81)] do not conflict with lawful existing land uses both on and adjoining the site.	**E44** The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO45 The Telecommunications facility[(81)] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E45.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E45.2 In all other areas towers do not exceed 35m in height.
	E45.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E45.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries. Where there is no established building line the facility is located at the rear of the site.
	E45.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E45.6

	A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.
PO46 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E46** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO47 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E47** All equipment comprising the Telecommunications facility(81) which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan or conditions of approval) the identified value or constraint under this planning scheme.	
Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following assessment criteria apply) Note - To demonstrate achievement of the performance outcome, an Acid sulfate soils (ASS) investigation report and soil management plan is prepared by a qualified engineer. Guidance for the preparation an ASS investigation report and soil management plan is provided in Planning scheme policy - Acid sulfate soils.	
PO48 Development avoids disturbing acid sulfate soils. Where development disturbs acid sulfate soils, development: a. is managed to avoid or minimise the release of surface or groundwater flows containing acid and metal contaminants into the environment;	**E48** Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below than 5m Australian Height datum AHD; or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater

b. protects the environmental and ecological values and health of receiving waters; c. protects buildings and infrastructure from the effects of acid sulfate soils.	where below the 5m Australian Height datum AHD.
Environmental areas (refer to Overlay map - Environmental areas to determine if the following assessment apply)	
Vegetation clearing, ecological value and connectivity	
PO49 Development avoids locating in a High Value Area or a Value Offset Area. Where it is not practicable or reasonable for development to avoid establishing in these areas, development must ensure that: a. the quality and integrity of the biodiversity and ecological values inherent to a High Value Area and a Value Offset Area is maintained and not lost or degraded; b. on-site mitigation measures, mechanisms or processes are in place demonstrating the quality and integrity of the biodiversity and ecological values inherent to a High Value Area and a Value Offset Area are maintained. For example, this can be achieved through replacement, restoration or rehabilitation planting as part of any covenant, the development of a Vegetation Management Plan, a Fauna Management Plan, and any other on-site mitigation options identified in the Planning scheme policy - Environmental areas. Editor's note - This is not a requirement for an environmental offset under the Environmental Offsets Act 2014.	No example provided.
PO50 Development provides for safe, unimpeded, convenient and ongoing wildlife movement and establishes and maintains habitat connectivity by: a. retaining habitat trees; b. providing contiguous patches of habitat; c. providing replacement and rehabilitation planting to improve connectivity; d. avoiding the creation of fragmented and isolated patches of habitat; e. providing wildlife movement infrastructure. Editors note - Wildlife movement infrastructure may include refuge poles, tree boulavarding, 'stepping stone' vegetation plantings, tunnels, appropriate wildlife fencing, culverts	No example provided.

with ledges, underpasses, overpasses, land bridges and rope bridges. Further information is provided in Planning scheme policy - Environmental areas.	
Vegetation clearing and habitat protection	
PO51 Development ensures that the biodiversity quality and integrity of habitats is not adversely impacted upon but maintained and protected.	No example provided.
PO52 Development does not result in the net loss or degradation of habitat value in a High Value Area or a Value Offset Area. Where development does result in the loss or degradation of habitat value, development will: a. rehabilitate, revegetate, restore and enhance an area to ensure it continues to function as a viable and healthy habitat area; b. provide replacement fauna nesting boxes in the event of habitat tree loss in accordance with Planning scheme policy - Environmental areas; c. undertake rehabilitation, revegetation and restoration in accordance with the South East Queensland Ecological Restoration Framework.	No example provided.
PO53 Development ensures safe, unimpeded, convenient and ongoing wildlife movement and habitat connectivity by: a. providing contiguous patches of habitat; b. avoiding the creation of fragmented and isolated patches of habitat; c. providing wildlife movement infrastructure; d. providing replacement and rehabilitation planting to improve connectivity.	No example provided.
Vegetation clearing and soil resource stability	
PO54	No example provided.
Development does not: a. result in soil erosion or land degradation; b. leave cleared land exposed for an unreasonable period of time but is rehabilitated in a timely manner.	
Vegetation clearing and water quality	

PO55 Development maintains or improves the quality of groundwater and surface water within, and downstream, of a site by: a. ensuring an effective vegetated buffers and setbacks from waterbodies is retained to achieve natural filtration and reduce sediment loads; b. avoiding or minimising changes to landforms to maintain hydrological water flows; c. adopting suitable measures to exclude livestock from entering a waterbody where a site is being used for animal husbandry and animal keeping activities.	No example provided.
PO56 Development minimises adverse impacts of stormwater run-off on water quality by: a. minimising flow velocity to reduce erosion; b. minimising hard surface areas; c. maximising the use of permeable surfaces; d. incorporating sediment retention devices; e. minimising channelled flow.	No example provided.
Vegetation clearing and access, edge effects and urban heat island effects	
PO57 Development retains safe and convenient public access in a manner that does not result in the adverse edge effects or the loss or degradation of biodiversity values within the environment.	No example provided.
PO58 Development minimises potential adverse 'edge effects' on ecological values by: a. providing dense planting buffers of native vegetation between a development and environmental areas; b. retaining patches of native vegetation of greatest possible size where located between a development and environmental areas; c. restoring, rehabilitating and increasing the size of existing patches of native vegetation; d. ensuring that buildings and access (public and vehicle) are setback as far as possible from environmental areas and corridors; e. landscaping with native plants of local origin.	No example provided.
PO59	No example provided.

Development avoids adverse microclimate change and does not result in increased urban heat island effects. Adverse urban heat island effects are minimised by; a. pervious surfaces; b. providing deeply planted vegetation buffers and green linkage opportunities; c. landscaping with native local plant species to achieve well-shaded urban places d. increasing the service extent of the urban forest canopy.	
Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply) Note - To demonstrate achievement of the performance outcomes, a bushfire management plan is prepared by a suitably qualified person. Guidance for the preparation of a bushfire management plan is provided in Planning scheme policy – Bushfire prone areas.	
PO60 Development: a. minimises the number of buildings and people working and living on a site exposed to bushfire risk; b. ensures the protection of life during the passage of a fire front; c. is located and designed to increase the chance of survival of buildings and structures during a bushfire; d. minimises bushfire risk from build up of fuels around buildings and structures.	**E60** Buildings and structures have contained within the site: a. a separation from classified vegetation of 20m or the distance required to achieve a bushfire attack level (BAL) at the building, roofed structure or fire fighting water supply of no more than 29, whichever is the greater; b. A separation from low threat vegetation of 10m or the distance required to achieve a bushfire attack level (BAL) at the building, roofed structure or fire fighting water supply of no more than 29, whichever is the greater; c. A separation of no less than 10m between a fire fighting water supply extraction point and any classified vegetation, buildings and other roofed structures; d. An area suitable for a standard fire fighting appliance to stand within 3m of a fire fighting water supply extraction point; and e. An access path suitable for use by a standard fire fighting applicant having a formed width of at least 4m, a cross-fall of no greater than 5%, and a longitudinal gradient of no greater than 25%: i. To, and around, each building and other roofed structure; and ii. To each fire fighting water supply extraction point.

	Note - The meaning of the terms classified vegetation and low threat vegetation as well as the method of calculating the bushfire attach level are as described in Australian Standard AS 3959.
PO61 Development and associated driveways and access ways: a. avoid potential for entrapment during a bushfire; b. ensure safe and effective access for emergency services during a bushfire; c. enable safe evacuation for occupants of a site during a bushfire.	**E61** A length of driveway: a. to a road does not exceed 100m between the most distant part of a building used for any purpose other than storage and the nearest part of a public road; b. has a maximum gradient no greater than 12.5%; c. have a minimum width of 3.5m; d. accommodate turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guideline.
PO62 Development provides an adequate water supply for fire-fighting purposes.	**E62** a. A reticulated water supply is provided by a distributer retailer for the area or, where not connected to a reticulated water supply, on-site fire fighting water storage containing not less than 10,000 litres (tanks with fire brigade tank fittings, swimming pools) is provided and located within 10m of buildings and structures. b. Where not connected to a reticulated water supply or a pressure and flow stated above is not available, on-site fire fighting water storage containing not less than 10 000 litres (tanks with fire brigade tank fittings, swimming pools) is located within 10m of buildings and structures. c. Where a swimming pool is the nominated on-site fire fighting water storage source, vehicle access is provided to within 3m of that water storage source. d. Where a tank is the nominated on-site fire fighting water storage source, it includes: i. a hardstand area allowing medium rigid vehicles (15 tonne fire appliance) access within 6m of the tank; ii. fire brigade tank fittings, comprising 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines.
PO63	**E63**

Development: a. does not present unacceptable risk to people or environment due to the impact of bushfire on dangerous goods or combustible liquids; b. does not present danger or difficulty to emergency services for emergency response or evacuation. Editor's note - Unacceptable risk is defined as a situation where people or property are exposed to a predictable hazard event that may result in serious injury, loss of life, failure of community infrastructure, or property damage.	Development does not involve the manufacture or storage of hazardous chemicals.
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO64 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E64** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO65 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally	No example provided.

unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	
PO66 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO67 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E67** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.
PO68 Development within a bulk water supply infrastructure buffer is located, designed and constructed to: a. protect the integrity of the bulk water supply infrastructure; b. Maintains adequate access for any required maintenance or upgrading work to the bulk water supply infrastructure.	**E68** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a bulk water supply infrastructure buffer.
PO69 Development is located and designed to maintain required access to Bulk water supply infrastructure.	**E69** Development does not restrict access to Bulk water supply infrastructure of any type or size, having regard to (among other things): a. buildings or structures; b. gates and fences;

	c. storage of equipment or materials; d. landscaping or earthworks or stormwater or other infrastructure.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO70 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO71 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.
PO72 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.

PO73 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E73** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO74 Development ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E74** Development ensures overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO75 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E75.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E75.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO76 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples.	No example provided.

Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park(57)	
PO77 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E77** 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.

7.2.3.5 Rural living precinct

7.2.3.5.1 Purpose - Rural living precinct

Note - Rural living areas were identified during the planning process and have been applied to four areas on the edge of the Local Plan area. These areas are generally flat, subject to flooding and/or contain significant environmental values that constrain their redevelopment potential, not able to be serviced as efficiently with sewerage infrastructure and roads as the balance of the Local Plan area, currently used for rural residential style development, and function as significant environmental corridors around the edge of the Local Plan area.

1. The purpose of the Rural living precinct is to provide for residential development on large lots where water and sewerage infrastructure and services may not be provided. The precinct is generally located at the urban-rural fringe of the local plan area, comprising of single detached houses on semi-rural allotments. The opportunity and ability for rural uses to occur is retained, whilst allowing for future large-lot rural residential development to cater for a range of lifestyle choices while retaining the area as part of strategic environmental corridors around the Caboolture West local plan area.

2. The purpose of the code will be achieved through the following overall outcomes:

   a. Development is consistent with the development concept shown indicatively on Figure 7.2.3.1 - Structure plan.

   b. Development has an established rural living character and provides strategic environmental corridors which are intended to be retained in this area.

   c. The precinct provides a distinct and recognisable transition between more intensively urbanised areas of Caboolture West and its largely undeveloped rural hinterland.

   d. Development does not adversely impact on the strategic environmental corridors and important vegetation within these corridors is retained.

   e. Development does not detrimentally impact, undermine or degrade the low density, low intensity and open area character and amenity associated with the precinct.

   f. Existing rural uses and primary production activities are retained where they do not adversely impact on the use, character and amenity values of adjoining properties.

   g. New development opportunities are limited to larger lots (no smaller than 6000m^2 in size and an average lot size of 8000m^2) and used primarily for residential (lifestyle) activities with limited provision of infrastructure.

   h. Residential uses are limited to a single dwelling houseCould not findID-2693465-5150 per allotment. A secondary dwelling is permitted provided it functions and appears subordinate to the principal dwelling houseCould not findID-2693465-5150.

   i. Formal and informal, active and passive sport and recreation opportunities may be provided to meet community needs in accordance with the development concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan.

   j. Home based business[(35)] establish where the scale and intensity of the activity does not detrimentally impact upon the low density, low intensity, open area character and amenity associated with the Rural living precinct.

   k. Development generating high volumes of traffic or involving heavy vehicle traffic movements are located on roads of a standard and capacity to accommodate traffic demand.

l. Development has good access to existing and proposed transport infrastructure, public transport services, and bicycle and pedestrian networks and does not interfere with the safe and efficient operation of the surrounding road network.

m. General works associated with the development achieves the following:

  i. a high standard of electricity, telecommunications, roads, sewerage, water supply and street lighting services are provided to new development to meet the current and future needs of users of the site;
  ii. the development manages stormwater to:

    A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
    B. prevent stormwater contamination and the release of pollutants;
    C. maintain or improve the structure and condition of drainage lines and riparian areas;
    D. avoid off-site adverse impacts from stormwater.

  iii. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

n. Activities associated with the use do not cause a nuisance by way of aerosols, fumes, light, noise, odour, particles or smoke.

o. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

p. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

q. Development does not result in the establishment of industrial activities.

r. Development constraints:

  i. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

    A. adopting a ‘least risk, least impact’ approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
    B. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
    C. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
    D. ensuring effective and efficient disaster management response and recovery capabilities;
    E. for overland flow path;

      I. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
      II. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
      III. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
      IV. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

s. Development in the Rural living precinct includes one or more of the following:

• Animal husbandry(4) • Animal keeping(5) (excluding catteries and kennels) • Aquaculture(6) (if water area associated with ponds and dams are less than 200m^2 or housed tanks are less than 50m^2) • Community residence(16)	• Cropping(19), where not forestry for wood production • Dwelling houseCould not findID-2693465-5150 • Emergency services(25) • Environment facility(26) • Home based business(35) • Intensive horticulture(40) (where on lots 1 ha or more) • Outdoor sports and recreation(55) (where on Council owned or controlled land)	• Permanent plantation(59) • Roadside stall(68) • Rural workers' accommodation(71) • Sales office(72) • Telecommunications facility(81) • Veterinary services(87) (where on lots 1 ha or more) • Wholesale nursery(89) (where on lots 1 ha or more) • Winery(90)

t. Development in the Rural living precinct does not include one or more of the following:

• Adult store(1) • Agricultural supplies store(2) • Air services(3) • Bar(7) • Brothel(8) • Bulk landscape supplies(9) • Car wash(11) • Caretaker's accommodation(10) • Cemetery(12) • Crematorium(18) • Cropping(19), where forestry for wood production	• Hospital(36) • Hotel(37) • Intensive animal industry(39) • Landing(41) • Low impact industry(42) • Major sport, recreation and entertainment facility(44) • Marine industry(45) • Medium impact industry(47) • Motor sport facility(48) • Multiple dwellingCould not findID-2693465-5213 • Nature-based tourism(50)	• Relocatable home park(62) • Renewable energy facility(63) • Research and technology industry(64) • Residential care facility(65) • Resort complex(66) • Retirement facility(67) • Rooming accommodation(69) • Service industry(73) • Service station(74) • Shopping centre(76)

• Detention facility[20] • Dual occupancyCould not findID-2693465-5148 • Dwelling unit[23] • Extractive industry[27] • Food and drink outlet[28] • Funeral parlour[30] • Function facility[29] • Hardware and trade supplies[32] • High Impact industry[34]	• Nightclub entertainment facility[51] • Non-resident workforce accommodation[52] • Office[53] • Outdoor sales[54] • Parking station[58] • Port services[61]	• Shop[75] • Showroom[78] • Special industry[79] • Theatre[82] • Tourist attraction[83] • Tourist park[84] • Transport depot[85] • Warehouse[88]

u. Development not included in the tables above may be considered on its merits and where it reflects and supports the outcomes of the precinct.

7.2.3.5.2 Requirements for assessment

If development is to be categorised as accepted development subject to requirements it must comply with the requirements for accepted development set out in Part R, Table 7.2.3.5.1. Where the development does not meet a requirement for accepted development (RAD) Part R, Table 7.2.3.5.1, it becomes assessable development under the rules outlined in section 5.3.3. (1), and assessment is against the corresponding performance outcome (PO) identified in the table below. This only occurs whenever a RAD is not met, and is therefore limited to the subject matter of the RADs that are not complied with. To remove any doubt, for those RADs that are complied with, there is no need for assessment against the corresponding PO.

Requirements for accepted development (RAD)	Corresponding performance outcomes
RAD1	PO2
RAD2	PO3
RAD3	PO4
RAD4	PO5
RAD5	PO6
RAD6	PO7
RAD7	PO8
RAD8	PO9
RAD9	PO10
RAD10	PO13-PO16

Requirements for accepted development (RAD)	Corresponding performance outcomes
RAD11	PO13-PO16
RAD12	PO17
RAD13	PO18
RAD14	PO26
RAD15	PO21
RAD16	PO21
RAD17	PO21
RAD18	PO30-PO32
RAD19	PO32
RAD20	PO29
RAD21	PO29
RAD22	PO27
RAD23	PO35
RAD24	PO36
RAD25	PO37
RAD26	PO36
RAD27	PO43
RAD28	PO38
RAD29	PO38
RAD30	PO41
RAD31	PO41
RAD32	PO42
RAD33	PO44
RAD34	PO44, PO48, PO49
RAD35	PO48
RAD36	PO44
RAD37	PO44
RAD38	PO44
RAD39	PO49
RAD40	PO44
RAD41	PO46
RAD42	PO46

Requirements for accepted development (RAD)	Corresponding performance outcomes
RAD43	PO51
RAD44	PO51
RAD45	PO51
RAD46	PO52
RAD47	PO53
RAD48	PO55
RAD49	PO56
RAD50	PO57
RAD51	PO59
RAD52	PO59
RAD53	PO59
RAD54	PO60
RAD55	PO60
RAD56	PO60
RAD57	PO60
RAD58	PO60
RAD59	PO61
RAD60	PO62
RAD61	PO62
RAD62	PO62
RAD63	PO62
RAD64	PO63
RAD65	PO63
RAD66	PO64
RAD67	PO68
RAD68	PO68
RAD69	PO68
RAD70	PO69
RAD71	PO69
RAD72	PO70
RAD73	PO71
RAD74	PO71

Requirements for accepted development (RAD)	Corresponding performance outcomes
RAD75	PO71
RAD76	PO72
RAD77	PO72
RAD78	PO72
RAD79	PO74
RAD80	PO74
RAD81	PO74
RAD82	PO74
RAD83	PO74
RAD84	PO75
RAD85	PO78
RAD86	PO79
RAD87	PO77, PO80
RAD88	PO80
RAD89	PO80
RAD90	PO80
RAD91	PO82
RAD92	PO87
RAD93	PO88
RAD94	PO89
RAD95	PO90
RAD96	PO91
RAD97	PO92, PO93
RAD98	PO92, PO93
RAD99	PO95
RAD100	PO96, PO97
RAD101	PO97-PO100, PO102-PO104
RAD102	PO97-PO100, PO102-PO104
RAD103	PO98-PO100
RAD104	PO101
RAD105	PO105

Part R — Requirements for accepted development - Rural living precinct

Table 7.2.3.5.1 Requirements for accepted development - Rural living precinct

Requirements for accepted development	
General requirements	
Structure plan	
RAD1	Development is consistent with the development concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan, with regards to: a. the provision of infrastructure and services associated with reconfiguring a lot and land development; b. utilities; c. parks[(57)] and open space; d. the recognition and provision of minor green corridors.
Development footprint	
RAD2	Where a development footprint has been identified as part of a development approval for reconfiguring a lot, all development occurs within the development footprint.
Building height	
RAD3	Unless otherwise specified elsewhere in this code, the height of all buildings and structures does not exceed 5m.
Setback	
RAD4	Unless otherwise specified elsewhere in this code, the minimum building setbacks from a property boundary are as follows: a. road boundary – 6m b. side boundary – 4.5m c. rear boundary – 4.5m. Note - This provision does not apply where a development footprint exists for a lot Note - This provision does not apply to swimming pools. For swimming pools, refer to Queensland Development Codes, Acceptable Solutions.
Site cover	
RAD5	The maximum total roofed area of all buildings (including domestic outbuildings) on a lot does not exceed: Lot size: Maximum roofed area Less than 1500m^2: 50% of the lot

	<table><tr><td>1500m^2 to 3000m^2</td><td>750m^2</td></tr><tr><td>Greater than 3000m^{2}to 6000m^2</td><td>25% of the lot</td></tr><tr><td>Greater than 6000 m^2</td><td>1500m^2</td></tr></table> Note - For building work associated with a dwelling house, this is an alternative provision to the QDC, park MP1.2, A3 and is a concurrence agency issue.
Lighting	
RAD6	Artificial lighting on-site is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - "Curfewed hours" are taken to be those hours between 10pm and 7am on the following day
Waste treatment	
RAD7	All concentrated animal use areas (eg sheds, pens, holding yards, stables, kennels) are provided with site drainage to ensure all stormwater run-off is directed to suitable detention basins, filtration or other treatment areas.
Rural uses setbacks	
RAD8	The following uses and associated buildings and structures are setback from all property boundaries as follows: a. Animal husbandry**(4)** (buildings and structures only) - 10m b. Animal keeping**(5)**, excluding catteries and kennels - 20m c. Aquaculture**(6)** involving ponds or water behind dams - 100m d. Aquaculture**(6)** involving the housing of tanks - 20m e. Cropping**(19)** - 10m f. Intensive horticulture**(40)** - 10m g. Permanent plantations**(59)** - 25m h. Rural Industry**(70)** - 20m i. Rural workers' accommodation**(71)** - 40m j. Short-term accommodation**(77)** - 40m k. Wholesale nursery**(89)** - 10m l. Veterinary services**(87)** - 10m.

Car parking	
RAD9	On-site car parking is provided in accordance with Schedule 7 - Car parking.
Hazardous Chemicals	
RAD10	All development that involves the storage or handling of hazardous chemicals listed in Schedule 9, Development involving hazardous chemicals, Table 9.0.1 Quantity thresholds for hazardous chemicals stored as accepted development subject to requirements complies with Table 9.0.3 Hazardous chemicals.
RAD11	Development does not involve the storage or handling of hazardous chemicals listed in Schedule 9, Development involving hazardous chemicals, Table 9.0.2 Hazardous chemicals assessable thresholds.
Clearing of Habitat Trees Note - The following development is accepted development as noted in section 1.7.7 Accepted development: Where located anywhere in the Caboolture West local plan area: ● Clearing of a habitat tree located within an approved development footprint; ● Clearing of a habitat tree within 10m from a lawfully established building reasonably necessary for emergency access or immediately required in response to an accident or emergency; ● Clearing of a habitat tree reasonably necessary to remove or reduce the risk vegetation poses to serious personal injury or damage to infrastructure; ● Clearing of a habitat tree reasonably necessary to construct and maintain a property boundary fence and not exceed 4m in width either side of the fence; ● Clearing of a habitat tree reasonably necessary for the purpose of maintenance or works within a registered easement for public infrastructure or drainage purposes; ● Clearing of a habitat tree in accordance with a bushfire management plan prepared by a suitably qualified person and submitted and accepted by Council; ● Clearing of a habitat tree associated with maintaining existing open pastures, windbreaks, lawns or created gardens. Editor's note - A native tree measuring greater than 80cm in diameter when measured at 1.3m from ground level is recognised as a 'habitat tree'. For further information on habitat trees, refer to Planning Scheme Policy – Environmental Areas and Corridors. Information detailing how this measurement is undertaken is provided in Australian Standard AS 4970 2009 Protection of Trees on Development Sites - Appendix A.	
RAD12	Clearing does not involve any habitat trees.
Works requirements	
Utilities	
RAD13	Development is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).
Access	
RAD14	The frontage road is fully constructed to Council's standards.

	Note - Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - Frontage roads include streets where no direct lot access is provided.
RAD15	Any new or changes to existing crossovers and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
RAD16	Any new or changes to existing internal driveways and access ways are designed and constructed in accordance with AS/NZS2890.1 Parking Facilities – Off street car parking and the relevant standards in Planning scheme policy - Integrated design.
RAD17	Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule - 8 Service vehicle requirements.
Stormwater	
RAD18	Any new or changes to existing stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises in accordance with Planning scheme policy – Integrated design. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.
RAD19	Development incorporates a 'deemed to comply solution' to manage stormwater quality where the development: a. involves a land area of 2500m^2 or greater; and

<table>
<tr><td></td><td>b. will result in:

i. 6 or more dwellings; or
ii. an impervious area greater than 25% of the net developable area.

Note - The deemed to comply solution is to be designed, constructed, established and maintained in accordance with the requirements of Water by Design ‘Deemed to Comply Solutions - Stormwater Quality Management for South East Queensland’ and Planning scheme policy - Integrated design.</td></tr>
<tr><td>RAD20</td><td>Development ensures that surface flows entering the premises from adjacent properties are not blocked, diverted or concentrated.

Note - A report from a suitably qualified Registered Professional Engineer Queensland may be required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.</td></tr>
<tr><td>RAD21</td><td>Development ensures that works (e.g. fences and walls) do not block, divert or concentrate the flow of stormwater to adjoining properties.

Note - A report from a suitably qualified Registered Professional Engineer Queensland may be required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.</td></tr>
<tr><td>RAD22</td><td>Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land is protected by easements in favour of Council (at no cost to Council). Minimum easement widths are as follows:

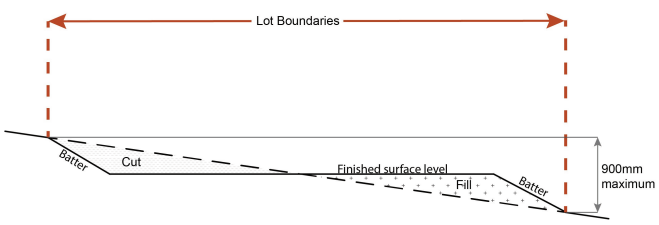
<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater Pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater Pipe up to 825mm diameter with Sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the pipe and clear of all pits</td></tr>
</table>

Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td></tr>
<tr><td colspan="2">Site works and construction management</td></tr>
<tr><td>RAD23</td><td>The site and any existing structures are to be maintained in a tidy and safe condition.</td></tr>
<tr><td>RAD24</td><td>Development does not cause erosion or allow sediment to leave the site.

Note - The International Erosion Control Association (Australasia) Best Practice Erosion and Sediment Control provides guidance on strategies and techniques for managing erosion and sedimentation.</td></tr>
</table>

RAD25	No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
RAD26	Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on developments sites are adopted and implemented.
RAD27	Any damage to Council land or infrastructure is repaired or replaced with the same materials, prior to plan sealing, or final building classification.
RAD28	Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
RAD29	Any material dropped, deposited or spilled on the road(s) as a result of construction processes associated with the site are to be cleaned at all times.
RAD30	All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works.
RAD31	Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - No burning of cleared vegetation is permitted. Note - The chipped vegetation must be stored in an approved location.
RAD32	All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays.
Earthworks	
RAD33	The site is prepared and the fill placed on-site in accordance with Australian Standard AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures
RAD34	The total of all cut and fill on-site does not exceed 900mm in height.

	Figure - Cut and Fill  Note - This is site earthworks not building work.
RAD35	Cut and fill batters, (other than batters to dams and water impoundments), have a finished slope no steeper than the following: a. any cut batter is no steeper than 1V in 4H; b. any fill batter, (other than a compacted fill batter), is no steeper than 1V in 4H; c. any compacted fill batter is no steeper than 1V in 4H.
RAD36	All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
RAD37	Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters. Note - Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
RAD38	All fill and excavation is contained on-site and is free draining.
RAD39	Earthworks undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land (other than a road) in a manner which: i. concentrates the flow; or ii. increases the flow rates of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.

RAD40	All fill placed on-site is: a. limited to that necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
RAD41	No filling or excavation is undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
RAD42	Filling or excavation that would result in any of the following is not carried out on-site: a. a reduction in cover over any Council or public sector entity infrastructure to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity infrastructure above that which existed prior to the filling or excavation works being undertaken; c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.

Fire services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

RAD43	External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005): a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. - for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. - for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. - for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities; and d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and where applicable, Part 3.6.
RAD44	A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m; c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
RAD45	On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
RAD46	For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided);

	v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
RAD47	For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavements markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific requirements	
Dwelling house Could not findID-2693465-5150	
RAD48	Residential density does not exceed one Dwelling houseCould not findID-2693465-5150 per lot.
RAD49	Building height for a Dwelling houseCould not findID-2693465-5150 does not exceed: a. 8.5m for dwelling housesCould not findID-2693465-5150; or b. for domestic outbuildings and free standing carports and garages, building height does not exceed 4.5m.
RAD50	Setbacks (including domestic outbuildings) comply with the following: a. Road boundary - 6m b. Side and rear boundary: **Height of wall** / **Minimum setback from side or rear boundary** 3m or less / 1.5m Greater than 3m to 4.5m / 2m Greater than 4.5m / 4m

	Note - Where located in a bushfire hazard area (see Overlay map - Bushfire hazard) a greater setback may be required. See values and constraints requirements Bushfire hazard. Note - this provision does not apply where a development footprint exists for a lot. Note - For building work associated with a dwelling house, this is an alternative provision to the QDC, part MP1.2, A1 (a), (b) and (c), A2 (a), (b) and (d) and is concurrence agency issue.
Dwelling houseCould not findID-2693465-5150 where including a secondary dwelling	
RAD51	The maximum GFA for a secondary dwelling is 100m^2.
RAD52	The secondary dwelling obtains access from the existing driveway giving access to the Dwelling houseCould not findID-2693465-5150. Note - The requirement to locate a Secondary dwelling within 50m of the primary dwelling is measured from the outermost projection of the primary dwelling (being the main house, excluding domestic outbuildings) to the outermost projection of the Secondary dwelling. The entire Secondary dwelling does not need to be contained within the specified distance.
RAD53	The secondary dwelling is located within 50m of the Dwelling houseCould not findID-2693465-5150.
Home based business(35)	
RAD54	The Home based business(s)(35), including any storage, are fully enclosed within a dwelling or on-site structure. Note -This provision does not apply to a home based child care facility.
RAD55	Up to 2 additional non-resident , either employees or customers, are permitted on the site at any one time, except where involving the use of heavy vehicles, where no employees are permitted. Note - This provision does not apply to Bed and Breakfast or farmstay business.
RAD56	The maximum number of heavy vehicles, trailer and motor vehicles stored on-site is as follows: a. 1 heavy vehicle; b. 1 trailer; c. Up to 3 motor vehicles. Note - The car parking provision associated with the Dwelling houseCould not findID-2693465-5150 is in addition to this requirement. Note - The number of motor vehicles stated is in addition to motor vehicles associated with a Dwelling houseCould not findID-2693465-5150.

RAD57	a. Vehicle parking areas, vehicle standing areas and outdoor storage areas of plant and equipment are screened from adjoining lots by either planting, wall(s), non-transparent fence(s) or a combination at least 1.8m in height along the length of those areas. b. Planting for screening is to have a minimum depth of 3m.
RAD58	Heavy vehicle storage buildings, parking areas and standing areas are setback a minimum of 30m from all property boundaries.
RAD59	Hours of operation to be restricted to 8.00am to 6.00pm Monday to Saturday, except for: a. bed and breakfast or farm stay business which may operate on a 24 hour basis, b. office or administrative activities that do not generate non-residents visiting the site such as book keeping and computer work, c. starting and warming up of heavy vehicles, which can commence at 7.00am.
RAD60	The Home based business(s)[(35)] do not generate noise that is audible from the boundary of the site. Note - Guidance as acceptable noise is provided in the standards listed in the Environmental Protection (Noise) Policy 2008. Note - This provision does not apply to the use of heavy vehicles or motor vehicles.
RAD61	Activities associated with a use do not cause a nuisance by way of aerosols, fumes, light, noise, odour, particles or smoke. Note - Nuisance is defined in the Environmental Protection Act 1994.
RAD62	The Home based business[(35)] does not involve vehicle servicing or major repairs, including spray painting or panel beating. Note - Vehicle servicing excludes general maintenance of a vehicle such as, but not limited to, changing of tyres, engine fluids, filters, and parts such as batteries and plugs.
RAD63	The Home based business[(35)] does not involve an environmentally relevant activity (ERA) as defined in the Environmental Protection Regulations 2008.
RAD64	Only goods grown, produced or manufactured on-site are sold from the site.
RAD65	Display of goods grown, produced or manufactured on-site are contained within a dwelling or on-site structure and the display of goods is not visible from the boundary of the site.
RAD66	For bed and breakfast and farmstays: a. overnight accommodation is provided in the Dwelling houseCould not findID-2693465-5150 of the accommodation operator; b. maximum 4 bedroom are provided for a maximum of 10 guests;

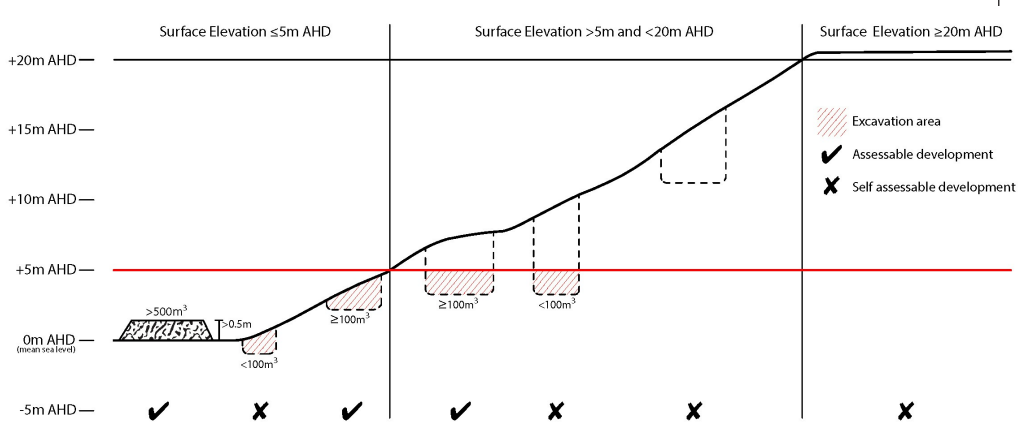
	c. meals are served to paying guests only; d. rooms do not contain food preparation facilities.
Outdoor sport and recreation[55]	
RAD67	Site cover of all buildings and structures does not exceed 10%.
RAD68	All buildings and structures are setback a minimum of 10m from all property boundaries.
RAD69	The maximum height of all buildings and structures is 8.5m.
RAD70	Bins and bin storage areas are provided, designed and managed in accordance with Planning scheme policy – Waste.
RAD71	Outdoor storage areas are screened from adjoining sites and roads by either planting, wall(s), fence(s) or a combination thereof at least 1.8m in height along the length of the storage area.
Permanent plantation[59]	
RAD72	Planting only comprises native species endemic to the area.
Roadside stall[68] Note - These provisions do not apply to a Home based business[35].	
RAD73	No more than one Roadside stall[68] per property.
RAD74	Goods offered for sale are only goods grown, produced or manufactured on the site
RAD75	The maximum area associated with a Roadside stall[68], including any larger separate items displayed for sale, does not exceed 20m^2.
RAD76	The Roadside stall[68] obtains vehicle access from a road classified as a major street (refer Figure 7.2.3.2 - Movement, major streets).
RAD77	Car parking for 2 vehicles is provided off the road carriage way and on the property.
RAD78	The Roadside stall[68] is located no closer than 100m from an intersection.
Rural workers' accommodation[71]	
RAD79	No more than 1 Rural workers' accommodation[71] per lot.
RAD80	Rural workers' accommodation[71] is contained within 1 structure.
RAD81	No more than 12 rural workers are accommodated.
RAD82	Rural workers' accommodation[71] obtains access from the existing driveway giving access to the dwelling houseCould not findID-2693465-5150.

RAD83	Rural workers' accommodation[71] are located within 20m of the dwelling houseCould not findID-2693465-5150.
Sales office[72]	
RAD84	A Sales office[72] is located on the site for no longer than 2 years.
Telecommunications facility[81] Editor's note - In accordance with the Federal legislation Telecommunications facilities[81] must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
RAD85	A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
RAD86	The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
RAD87	Equipment shelters and associated structures are located: a. directly beside the existing equipment shelter and associated structures; b. behind the main building line; c. further away from the frontage than the existing equipment shelter and associated structures; d. a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m.
RAD88	Equipment shelters and other associated structures are either the same type of colour or material to match the surrounding locality.
RAD89	The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
RAD90	A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the development and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person to ensure compliance with Planning scheme policy - Integrated design.
RAD91	All equipment comprising the Telecommunications facility[81] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Values and constraints requirements	

Note - The relevant values and constraints requirements 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.

Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following requirements apply)

Note - Planning scheme policy - Acid sulfate soils provides guidance for requirements for accepted development that has the potential to disturb acid sulfate soils i.e. development involving filling or excavation works below the thresholds of 100m^3 and 500m^3 respectively.

RAD92	Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below 5m Australian Height Datum AHD, or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m AHD. 

Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following requirements apply)

Note - For the purposes of section 12 of the Building Regulation 2006, land identified as very high potential bushfire intensity, high potential bushfire intensity, medium potential bushfire intensity or potential impact buffer on the Bushfire hazard area overlay map is the 'designated bushfire hazard area'. AS 3959-2009 Construction of buildings in bushfire hazard area applies within these areas.

Note - The bushfire hazard area provisions do not apply where a development envelope recognising and responding to this constraint has been identified and approved by Council as part of a reconfiguration of lot, development approval or approved Bush Fire Management Plan in this and previous planning schemes.

RAD93	Building and structures have contained within the site: a. a separation from classified vegetation of 20m or the distance required to achieve a bushfire attack level (BAL) at the building, roofed structure or fire fighting water supply of no more than 29, whichever is the greater; b. a separation from low threat vegetation of 10m or the distance required to achieve a bushfire attack level (BAL) at the building, roof structure or fire fighting water supply of no more than 29, whichever is the greater; c. a separation of no less than 10m between a fire fighting water supply extraction point and any classified vegetation, buildings and other roofed structures;

	d. an area suitable for a standard fire fighting appliance to stand within 3m of a fire fighting water supply extraction point; and e. an access path suitable for use by a standard fire fighting appliance having a formed width of at least 4m, a cross-fall of no greater than 5%, and a longitudinal gradient of no greater than 25%; i. to, and around, each building and other roofed structures; and ii. to each fire fighting water supply extraction point. Note - The meaning of the terms classified vegetation and low threat vegetation as well as the method of calculating the bushfire attack level are as described in Australian Standard AS3959.
RAD94	The length of driveway: a. to a public road does not exceed 100m between the most distant part of a building used for any purpose other than storage and the nearest part of a public road; b. has a maximum gradient no greater than 12.5%; c. have a minimum width of 3.5m; d. accommodate turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guideline.
RAD95	a. A reticulated water supply is provided by a distributer retailer for the area or, where not connected to a reticulated water supply, on-site fire fighting water storage containing not less than 10,000 litres (tanks with fire brigade tank fittings, swimming pools) is provided and located within 10m of buildings and structures. b. Where a swimming pool is the nominated on-site fire fighting water storage source, vehicle access to within 3m of that water storage source is provided. c. Where a tank is the nominated on-site fire fighting water storage source, it includes: i. a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank; ii. fire brigade tank fittings, comprising 50mm ball valve and male camlock coupling and, if underground, an access hole of 20mm (minimum) to accommodate suction lines.
RAD96	Development does not involve the manufacture or storage of hazardous chemicals.
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following requirements apply) Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
RAD97	Development is for the preservation, maintenance, repair and restoration of the site, object or building. This does not apply to Listed item 99, in Schedule 1 - List of sites, objects and buildings of significant historical and cultural value of Planning scheme policy - Heritage and landscape character.

	Note - Preservation, maintenance, repair and restoration are defined in Schedule 1 - Definitions
RAD98	A cultural heritage conservation management plan is prepared in accordance with Planning scheme policy – Heritage and landscape character and submitted to Council prior to the commencement of any preservation, maintenance, repair and restoration works. Any preservation, maintenance, repair and restoration works are in accordance with the Council approved cultural heritage conservation management plan. This does not apply to Listed item 99 in Schedule 1 - List of sites, objects and buildings of significant historical and cultural value of Planning scheme policy - Heritage and landscape character.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following requirements apply)	
RAD99	Except where located on Figure 7.2.3.1 - Caboolture West structure plan or an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.
RAD100	All habitable rooms located within an Electricity supply substation buffer are: a. located a minimum of 10m from an electricity supply substation[(80)] ; and b. acoustically insulated to achieve the noise levels listed in Schedule 1, Acoustic Quality Objectives, Environmental Protection (Noise) Policy 2008.
Overland flow path (refer Overlay map - Overland flow path to determine if the following requirements apply)	
RAD101	Development for a material change of use or building work does not involve the construction of a building or structure in an Overland flow path area.
RAD102	Development for a material change of use or operational work does not impede the flow of flood waters through the premises or worsen flood flows to other premises. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow
RAD103	Development for a material change of use or building work ensures that fencing in an overland flow path area is at least 50% permeable.
RAD104	Development for a material change of use or building work that involves a hazardous chemical ensures the hazardous chemicals is not located within an overland flow path area.
RAD105	Development for a material change of use or building work for a Park[(57)] ensures that work is provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated design.

Part S — Criteria for accepted development - Rural living precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part S, Table 7.2.3.5.2, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.5.2 Requirements for accepted development - Rural living precinct

Performance Outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
General performance outcome for all development	
PO1 Development: a. is limited in size, scale and intensity to be compatible with the low density, low rise built form and open area character and amenity anticipated in the Rural living precinct; b. is designed, located and operated in a manner to avoid detrimental impacts on the low density, low rise built form and open area character and amenity anticipated in the Rural living precinct; c. is designed, located and operated in a manner that avoids nuisance impacts on adjoining properties; d. is adequately serviced with necessary infrastructure to meet on-site needs and requirements; e. ensures adequate on-site stormwater and waste disposal is provided to avoid adverse impacts on water quality; f. requires minimal cutting, filling or excavating. Where this occurs, visual impacts are reduced through screening; g. avoids being obtrusive or visually dominant through on-site location, colours and materials of buildings and structures.	No example provided.
Structure plan	
PO2 Development is in accordance with the Figure 7.2.3.1 - Caboolture West structure plan.	No example provided.

Development footprint	
PO3 All buildings, structures, associated facilities and infrastructure are contained within an approved development footprint. Development outside of an approved development footprint must: a. not be subject to a development constraint such as, but not limited to, flood, steep slope, waterway setbacks and significant vegetation; b. development does not result in any instability, erosion or degradation of land, water, soil resource or loss of natural, ecological or biological values.	**E3** Where a development footprint has been identified as part of a development approval for reconfiguring a lot, all development occurs within the development footprint.
Building height	
PO4 Building height: a. is consistent with the low rise built form and open area character and amenity values anticipated in the Rural living precinct; b. does not unduly impact on access to sunlight, overshadowing or privacy experienced by adjoining properties; c. is not visually dominant or overbearing in the context of establishing a low density, low rise built form and open area character.	**E4** Unless otherwise specified in this code, the height of all buildings and structures does not exceed 5m.
Setbacks	
PO5 Building setback: a. is sufficient to minimise overlooking and maintain privacy of adjoining properties; b. creates sufficient separation to ensure buildings are not visually dominant or overbearing on adjoining properties with respect to the low density character and amenity anticipated in the Rural living precinct.	**E5** The minimum building setbacks from a property boundary are as follows: a. road boundary - 6m b. site boundary - 4.5m c. rear boundary - 4.5m.
Site cover	
PO6	**E6**

<table>
<tr><td>Total roofed area of all buildings (including domestic outbuildings) on a site:

a. reflects the detached, low density, low rise built form and open area environment anticipated in the Rural residential zone;

b. does not appear dominant or overbearing;

c. provides generous open areas around buildings for useable private open space, and protects existing vegetation.</td><td>The maximum total roofed area of all buildings (including domestic outbuildings) does not exceed:

<table><tr><th>Lot size</th><th>Maximum roofed area</th></tr><tr><td>Less than 1500m^2</td><td>50% of the lot</td></tr><tr><td>1500 m^2 to 3000 m^2</td><td>750m^2</td></tr><tr><td>Greater than 3000m^{2}to 6000m^2</td><td>25% of the lot</td></tr><tr><td>Greater than 6000m^2</td><td>1500m^2</td></tr></table>
Note - For a dwelling house, this is a quantifiable standard that is an alternative provision to the QDC, part MP1.2, A3. Non-compliance with this provision for a Dwelling house requires a concurrence agency response from Council.</td></tr>
<tr><td colspan="2">Amenity</td></tr>
<tr><td>PO7

The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, noise, light, chemicals and other environmental nuisances.</td><td>No example provided.</td></tr>
<tr><td colspan="2">Waste treatment</td></tr>
<tr><td>PO8

Stormwater generated on-site is treated and disposed of in an acceptable manner to mitigate any detrimental effects on soil, surface water or ground water quality. Development resulting in the degradation of soil, surface water or ground water quality is avoided.</td><td>E8

All concentrated use area (eg sheds, pens, holding yards, stables, kennels and other animal enclosures) are provided with site drainage to ensure all run-off is directed to suitable detention basins, filtration or other treatment areas.</td></tr>
<tr><td colspan="2">Rural uses setbacks</td></tr>
<tr><td>PO9

Development ensures that:

a. chemical spray, fumes, odour, dust does not drift beyond the property boundary but is contained on-site;</td><td>E9

The following uses and associated buildings are setback from property boundaries as follows:

a. Animal husbandry(4) (buildings only) - 10m

b. Animal keeping(5), excluding catteries and kennels - 20m</td></tr>
</table>

b. unreasonable nuisance or annoyance resulting from -but not limited to - noise, storage of materials and rubbish does not adversely impact upon land users adjacent to, or within the general vicinity; c. buildings and other structures are consistent with the low density, low rise built form and open area environment anticipated in the Rural living precinct.	c. Aquaculture[6] involving ponds or water behind dams - 100m d. Aquaculture[6] involving the housing of tanks - 20m e. Community residence[16] - 20m f. Cropping[19] (buildings only) - 10m g. Intensive horticulture[40] - 10m h. Permanent plantations[59] - 25m i. Rural Industry[70] - 20m j. Rural workers' accommodation[71] - 40m k. Short-term accommodation[77] - 40m l. Wholesale nursery[89] - 10m m. Veterinary services[87] - 10m.
Car parking	
PO10 On-site car parking associated with an activity provides safe and convenient on-site parking and manoeuvring to meet anticipated parking demand. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	**E10** On-site car parking is provided in accordance with Schedule 7 - Car parking.
Noise	
PO11 Noise generating uses do not adversely affect existing noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.

PO12 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E12.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise **E12.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Hazardous Chemicals Note - To assist in demonstrating compliance with the following performance outcomes, a Hazard Assessment Report may be required to be prepared and submitted by a suitably qualified person in accordance with '*State Planning Policy Guideline - Guidance on development involving hazardous chemicals*'. Terms used in this section are defined in '*State Planning Policy Guideline - Guidance on development involving hazardous chemicals*'.	
PO13 Off sites risks from foreseeable hazard scenarios involving hazardous chemicals are commensurate with the sensitivity of the surrounding land use zones.	**E13.1** Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of land zoned for vulnerable or sensitive land uses as described below: Dangerous Dose

	a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 7kPa overpressure; ii. 4.7kW/m2 heat radiation. If criteria E13.1 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 0.5 x 10-6/year.
	E13.2 Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of a commercial or community activity land use zone as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 7kPa overpressure; ii. 4.7kW/m2 heat radiation. If criteria E13.2 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 5 x 10-6/year.
	E13.3

	Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of an industrial land use zone as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 14kPa overpressure; ii. 12.6kW/m2 heat radiation. If criteria E13.3 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 50 x 10-6/year.
PO14 Buildings and package stores containing fire-risk hazardous chemicals are designed to detect the early stages of a fire situation and notify a designated person.	**E14** Buildings and package stores containing fire-risk hazardous chemicals are provided with 24 hour monitored fire detection system for early detection of a fire event.
PO15 Common storage areas containing packages of flammable and toxic hazardous chemicals are designed with spill containment system(s) that are adequate to contain releases, including fire fighting media.	**E15** Storage areas containing packages of flammable and toxic hazardous chemicals are designed with spill containment system(s) capable of containing a minimum of the total aggregate capacity of all packages plus the maximum operating capacity of any fire protection system for the storage area(s) over a minimum of 60 minutes.
PO16 Storage and handling areas, including manufacturing areas, containing hazardous chemicals in quantities greater than 2,500L or kg within a Local Government "flood hazard area" are located and designed in a manner to minimise the likelihood of inundation of flood waters from creeks, rivers, lakes or estuaries.	**E16.1** The base of any tank with a WC >2,500L or kg is higher than any relevant flood height level identified in an area's flood hazard area. Alternatively:

	a. bulk tanks are anchored so they cannot float if submerged or inundated by water; and b. tank openings not provided with a liquid tight seal, i.e. an atmospheric vent, are extended above the relevant flood height level.
	E16.2 The lowest point of any storage area for packages >2,500L or kg is higher than any relevant flood height level identified in an area's flood hazard area. Alternatively, package stores are provided with impervious bund walls or racking systems higher than the relevant flood height level.

Clearing of Habitat Trees

Note - The following development is accepted development as noted in section 1.7.7 Accepted development:

Where located anywhere in the Caboolture West local plan area:

- Clearing of a habitat tree located within an approved development footprint;
- Clearing of a habitat tree within 10m from a lawfully established building reasonably necessary for emergency access or immediately required in response to an accident or emergency;
- Clearing of a habitat tree reasonably necessary to remove or reduce the risk vegetation poses to serious personal injury or damage to infrastructure;
- Clearing of a habitat tree reasonably necessary to construct and maintain a property boundary fence and not exceed 4m in width either side of the fence;
- Clearing of a habitat tree reasonably necessary for the purpose of maintenance or works within a registered easement for public infrastructure or drainage purposes;
- Clearing of a habitat tree in accordance with an existing bushfire management plan previously accepted by Council;
- Clearing of a habitat tree associated with maintaining existing open pastures, windbreaks, lawns or created gardens.

Note - Definition for Native vegetation is located in Schedule 1 Definitions.

Editor's note - Information detailing how this measurement is undertaken is provided in Australian Standard AS 4970 2009 Protection of Trees on Development Sites – Appendix A

Editor's note - A native tree measuring greater than 80cm in diameter when measured at 1.3m from ground level is recognised as a 'habitat tree'. For further information on habitat trees, refer to Planning Scheme Policy – Environmental Areas and Corridors

Habitat protection

PO17 a. Development ensures that the biodiversity quality and integrity of habitats is not adversely impacted upon but maintained and protected.	No example provided.

b. Development does not result in the net loss of fauna habitat. Where development does result in the loss of habitat tree, development will provide replacement fauna nesting boxes at the following rate of 1 nest box for every hollow removed. Where hollows have not yet formed in trees > 80cm in diameter at 1.3m height, 3 nest boxes are required for every habitat tree removed. c. Development does not result in soil erosion or land degradation or leave land exposed for an unreasonable period of time but is rehabilitated in a timely manner Note - Further guidance on habitat trees is provided in Planning scheme policy - Environmental areas	
Works criteria	
Utilities	
PO18 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in a manner that: 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; f. minimises risk of potential adverse impacts on the natural and built 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.	**E18** Development is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).
Access	
PO19	No example provided.

Where required, access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	
PO20 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network.	**E20.1** The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E20.2 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E20.3 The development layout allows forward vehicular access to and from the site.
PO21 Safe access is provided for all vehicles required to access the site.	**E21.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E21.2

	Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E21.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E21.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO22 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E22** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
Street design and layout	
PO23 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network;	No example provided.

b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO24 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: ● Development is near a transport sensitive location; ● Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; ● Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; ● Residential development greater than 50 lots or dwellings; ● Offices greater than 4,000m^2 Gross Floor Area (GFA);	**E24.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E24.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

• Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E24.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO25 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E25** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access or collector function: i. intersecting road located on same side = 100 metres; ii. intersecting road located on opposite side = 50 metres b. Where the through road provides a sub-arterial function: i. intersecting road located on same side = 300 metres; ii. intersecting road located on opposite side = 150 metres. c. When the through road provides an arterial function: i. intersecting road located on the same side = 500 metres;

	ii. intersecting road located on opposite side = 250 metres. d. Walkable block perimeter does not exceed 1500 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distance required for the intersection after considering vehicle speed and present/forecast turning and through volumes.
PO26 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m. Note - Frontage roads include streets where no direct lot access is provided. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport. Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.	**E26** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following: **Situation**: Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard. **Minimum construction**: Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads;

	• 7m for major roads. Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads. Note - Construction includes all associated works (services, street lighting and linemarking). Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO27 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E27.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.
	E27.2 Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E27.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO28 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E28.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E28.2

	The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E28.3 Overland flow paths from roads and public open space areas do not pass through private lots. Drainage pathways are provided to accommodate overland flows from roads and public open space areas.
	E28.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO29 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E29** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO30 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land	No example provided.

and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	
PO31 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater mangement may be required to demonstrate compliance with this performance outcome.	No example provided.
PO32 Where development: a. involves a land area of 2500m^2 or greater; and b. results in 6 or more dwellings, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives. Note - For Rural residential development with a density of 1.25 lots/dwellings per hectare and above, the entire development area is to be treated by stormwater quality management system/s. For Rural residential development with a density less than 1.25 lots/dwellings per hectare, the road reserve is to be treated by the stormwater quality management system/s. Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	No example provided.
PO33 Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.	No example provided.
PO34	**E34**

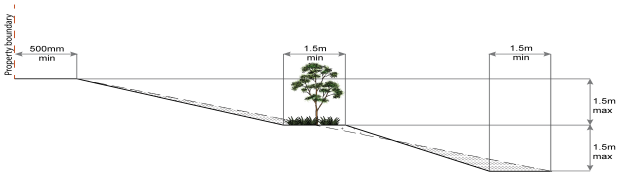
Council is provided with accurate representations of the completed stormwater management works within residential developments.	"As Built" drawings and specifications of the stormwater management devices certified by an RPEQ is provided. Note - Documentation is to include: a. photographic evidence and inspection date of the installation of approved underdrainage; b. copy of the bioretention filter media delivery dockets/quality certificates confirming the materials comply with specifications in the approved Stormwater Management Plan; c. date of the final inspection.
Site works and construction management	
PO35 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO36 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E36.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.

	E36.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E36.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E36.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO37 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E37** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO38 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or	**E38.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
	E38.2 All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads.
	E38.3

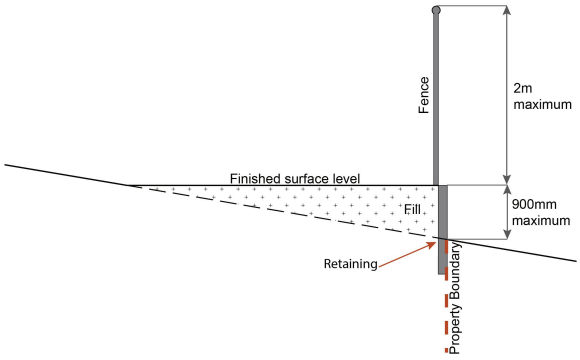
b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E38.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E38.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads. **E38.6** Access to the development site is obtained via an existing lawful access point.
PO39 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E39** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.

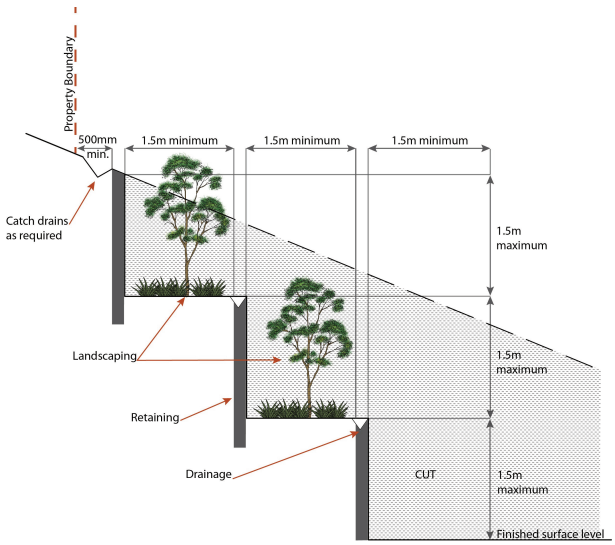
PO40 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E40** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO41 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E41.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E41.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO42 All development works are carried out at times which minimise noise impacts to residents.	**E42** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.

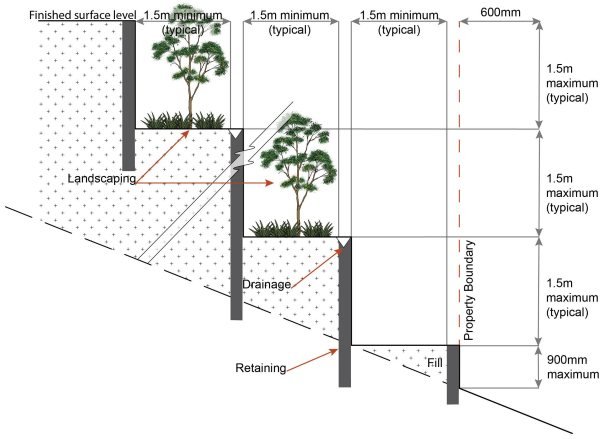
PO43 Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the Council or other person engaged in the provision of public utility services is to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO44 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E44.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E44.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E44.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E44.4 All filling or excavation is contained within the site and is free draining.
	E44.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E44.6

	The site is prepared and the fill placed on-site in accordance with AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E44.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO45 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E45** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO46 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	**E46.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
	E46.2 Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm;

	b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO47 Filling or excavation does not cause any adverse impacts on utility services or on-site effluent disposal areas.	**E47.1** The area subject to filling or excavation does not contain any utility services.
	E47.2 The distance between the top water level of a private dam and the irrigation area of a household sewage treatment plant (secondary treatment) is 30.0 metres.
	E47.3 The distance between the top water level of a private dam and the irrigation area of a septic trench (primary treatment) is 50.0 metres. Note - Refer to the Water Quality Vision and Objectives contained in the Seqwater Development Guidelines: Development Guidelines for Water Quality Management in Drinking Water Catchments 2017 where contained within water resource area and water supply buffer area.
PO48 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO49	No example provided.

Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme policy - Integrated design for guidance on infrastructure design and modelling requirements..	
PO50 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E50** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the equivalent height of the retaining structure from any property boundary; d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park**(84)** with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales**(54)**, outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO51

Development incorporates a fire fighting system that:

a. satisfies the reasonable needs of the fire fighting entity for the area;
b. is appropriate for the size, shape and topography of the development and its surrounds;
c. is compatible with the operational equipment available to the fire fighting entity for the area;
d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
e. considers the fire hazard inherent in the surrounds to the development site;
f. is maintained in effective operating order.

Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.

E51.1

External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*.

Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable:

a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks**(84)** or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative;
b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005);
c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that:
    i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
    ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
    iii. for outdoor sales**(54)**, processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales**(54)**, outdoor processing and outdoor storage facilities;
d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.

E51.2

A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land:

a. an unobstructed width of no less than 3.5m;
b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E51.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO52 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E52** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.

PO53 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E53** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Animal keeping[(5)] for catteries and kennels	
PO54 Development for a cattery and kennel ensures that: a. it is a size, scale and design not visually dominant, overbearing or inconsistent with the low density, low rise built form character anticipated in the Rural living precinct; b. it is sufficiently landscaped, fenced and screened in a manner to reduce the visual appearance of buildings, structures, storage and parking areas; c. design, siting and construction prevents animal noise from being clearly audible beyond the development site and does not create a disturbance to residents on adjoining and surrounding properties; d. all building, including runs, are located a minimum 400m from all property boundaries; e. fencing of sufficient height and depth, being a minimum height of 1.8m and minimum depth of 0.2m, is provided to prevent animals escaping.	No example provided.
Dwelling house Could not findID-2693465-5150	
PO55 Development does not result in residential density exceeding more than one Dwelling houseCould not findID-2693465-5150 per lot.	**E55** Residential density does not exceed one Dwelling houseCould not findID-2693465-5150 per lot.
PO56	**E56**

<table>
<tr>
<td>Building height:

a. is consistent with the low rise built form and open area character and amenity values anticipated in the Rural living precinct;

b. does not unduly impact on access to sunlight, overshadowing or privacy experienced by adjoining properties;

c. is not visually dominant or overbearing.</td>
<td>Building height for a Dwelling houseCould not findID-2693465-5150 does not exceed:

a. 8.5m building height for Dwelling housesCould not findID-2693465-5150; or

b. for domestic outbuildings and free standing carports and garages, building height does not exceed 4.5m.</td>
</tr>
<tr>
<td>PO57

Building setback:

a. is sufficient to minimise overlooking and maintain privacy of adjoining properties;

b. creates sufficient separation to ensure buildings are not visually dominant or overbearing with respect to the low density character and amenity anticipated in the Rural living precinct.</td>
<td>E57

Setbacks (including domestic outbuildings) comply with the following:

a. Road boundary - 6m
b. Side and rear boundary:

<table><tr><th>Height of wall</th><th>Minimum setback from side or rear boundary</th></tr><tr><td>3m or less</td><td>1.5m</td></tr><tr><td>Greater than 3m to 4.5m</td><td>2m</td></tr><tr><td>Greater than 4.5m</td><td>4m</td></tr></table>
Note - For building work associated with a dwelling house, this is an alternative provision to the QDC, part MP1.2, A1 (a), (b) and (c), A2 (a), (b) and (d) and is a concurrence agency issue.</td>
</tr>
<tr>
<td>PO58

All buildings, structures, associated facilities and infrastructure are contained within an approved development footprint. Development outside of an approved development footprint must:

a. not be subject to a development constraint such as, but not limited to, bushfire, flood, waterway setbacks and significant vegetation;

b. development does not result in any instability, erosion or degradation of land, water, soil resource or loss of natural, ecological or biological values.</td>
<td>E58

Where a development footprint has been identified as part of a development approval for reconfiguring a lot, all development occurs within a development footprint.</td>
</tr>
<tr>
<td colspan="2">Dwelling houseCould not findID-2693465-5150 where including a secondary dwelling</td>
</tr>
</table>

PO59	E59
Dwelling houseCould not findID-2693465-5150 where including a secondary dwelling: a. remains subordinate to the principal dwelling; b. has a maximum GFA of 100m^2. c. retains its connection with the principal dwelling by: i. avoiding the establishment of a separate access; ii. being located within 50m of the principal Dwelling houseCould not findID-2693465-5150. d. a size, scale and design that is not visually dominant, overbearing and inconsistent with the low density, low rise built form and open area character anticipated in a Rural residential area.	Dwelling houseCould not findID-2693465-5150 where including a secondary dwelling: a. has a maximum GFA of 100m^2. b. obtains access from the existing driveway giving access to the Dwelling houseCould not findID-2693465-5150. c. is located within 50m from the principal Dwelling houseCould not findID-2693465-5150.
Home based business[35]	
PO60 Home based business(s)[35]: a. is subordinate in size and function to the primary use on the site being a permanent residence; b. are of a scale and intensity that does not result in adverse visual or nuisance impacts on the residents in adjoining or nearby dwellings; c. store no more heavy vehicles, trailer and motor vehicle on-site, as follows: i. 1 heavy vehicle; ii. 1 trailer; iii. Up to 3 motor vehicles. d. results in a vehicular and pedestrian traffic generation consistent with that reasonably expected in the surrounding low density, low built form and open area character and amenity anticipated in the Rural living precinct;	**E60.1** The Home based business(s)[35], including any storage, are fully enclosed within a dwelling or on-site structure. **E60.2** Up to 2 additional non-resident , either employees or customers, are permitted on the site at any one time, except where involving the use of heavy vehicles, where no employees are permitted. **E60.3** The maximum number of heavy vehicles, trailer and motor vehicles stored on-site is as follows: i. 1 heavy vehicle; ii. 1 trailer; iii. Up to 3 motor vehicles. **E60.4**

e. are suitably screened to ensure adverse visual impacts on the residents in adjoining or nearby dwellings are minimised; f. sufficiently separated from adjoining properties so development does not result in adverse visual, noise, or nuisance impacts on adjoining residents.	Vehicle parking areas, vehicle standing areas and outdoor storage areas of plant and equipment are screened from adjoining lots by either planting, wall(s), fence(s) or a combination at least 1.8m in height along the length of those areas. Planting for screening is to have a minimum depth of 3m.
	E60.5 Heavy vehicle storage buildings, parking areas and standing areas are setback a minimum of 30m from all property boundaries.
PO61 The hours of operation for Home based business(s)[(35)] are managed so that the activity does not adversely impact on the low intensity character and amenity anticipated in the Rural living precinct.	**E61** Hours of operation to be restricted to 8am to 6pm Monday to Friday, except for: a. bed and breakfast or farm stay business which may operate on a 24 hour basis, b. office or administrative activities that do not generate non-residents visiting the site such as book keeping and computer work, and c. starting and warming up of heavy vehicles, which can commence at 7.00am.
PO62 Home based business[(35)] does not result in: a. an adverse visual, odour, particle drift or noise nuisance impact on the residents in adjoining or nearby dwellings; b. an adverse impact upon the low intensity and open area character and amenity anticipated in the locality; c. the establishment of vehicle servicing or major repairs, spray painting, panel beating or any environmentally relevant activity (ERA).	**E62.1** The use does not involve heavy vehicle servicing or major repairs, including spray painting or panel.
	E62.2 Home based business(s)[(35)] do not comprise an environmentally relevant activity (ERA) as defined in the *Environmental Protection Regulation 2008.*
	E62.3 Home based business(s)[(35)] do not generate noise that is audible from the boundary of the site.
PO63 On-site display and sales of goods is limited to the activities being undertaken from the site and does not result in:	**E63.1** Only goods grown, produced or manufactured on-site are sold from the site.
	E63.2

a. the display and sale of goods being viewed from outside of the site; b. overall development on the site having a predominantly commercial appearance.	Display of goods grown, produced or manufactured on-site are contained within a dwelling or on-site structure and the display of goods is not visible from the boundary of the site.
PO64 Bed and breakfast and farmstays are of a size and scale that: a. are consistent with the low intensity, open area character and amenity of the rural residential area; b. ensures acceptable levels of privacy and amenity for the residents in adjoining or nearby dwellings.	**E64** For bed and breakfast and farmstays- a. Short-term accommodation(77) is provided in the Dwelling houseCould not findID-2693465-5150 of the accommodation operator. b. maximum 4 bedrooms are provided for a maximum of 10 guests. c. meals are served to paying guests only d. rooms do not contain food preparation facilities.
Major electricity infrastructure(43), Substation(80) and Utility installation(86)	
PO65 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E65.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line; c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E65.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO66 Infrastructure does not have an impact on pedestrian health and safety.	**E66** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.

PO67 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E67** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Outdoor sport and recreation(55)	
PO68 Development will: a. maintain the open and unbuilt character of a site,uncluttered by building and maintaining the availability of a site for unobstructed outdoor recreational use; b. ensure that buildings and structures are not overbearing, visually dominant or out of character with the surrounding built environment nor detract from the amenity of adjoining land; c. ensure buildings and structures do not result in overlooking of private areas when adjoining residential areas, or block or impinge upon the receipt of natural sunlight and outlook; d. be designed in accordance with the principles of Crime Prevention Through Environment Design (CPTED) to achieve a high level of safety, surveillance and security; e. incorporate appropriate design response, relative to size and function of buildings, that acknowledge and reflect the region's sub-tropical climate; f. reduce the visual appearance of building bulk through: i. design measures such as the provision of meaningful recesses and projections through the horizontal and vertical plane; ii. use of a variety of building materials and colours; iii. use of landscaping and screening. g. achieves the design principles outlined in Planning scheme policy - Integrated Design.	**E68.1** Site cover of all buildings and structures does not exceed 10%. **E68.2** All buildings and structures are setback a minimum of 10m from all property boundaries. **E68.3** The maximum height of all buildings and structures is 8.5m. **E68.4** Outdoor storage areas are screened from adjoining sites and roads by either planting, wall(s), fence(s) or a combination thereof at least 1.8m in height along the length of the storage area.

Waste	
PO69 Bins and bin storage areas are provided, designed and managed in accordance with Planning scheme policy – Waste.	**E69** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Permanent plantation[59]	
PO70 Planting for Permanent plantation[59] purposes: a. only comprises native species endemic to the area; b. is sufficiently set back from property boundaries to avoid adverse impacts on adjoining properties such as shading, fire risk, health and safety.	**E70** Planting only comprises native species endemic to the area.
Roadside stall[68]	
PO71 A Roadside stall[68]: a. comprises only one Roadside stall[68] per property; b. only offers goods grown, produced or manufactured on the site; c. is of a size and in a location that will not result in nuisance, or have a significant adverse impact on the amenity, for residents on adjoining and surrounding properties.	**E71** For a roadside stall[68]: a. no more than one Roadside stall[68] per property; b. goods offered for sale are only goods grown, produced or manufactured on the site; c. the maximum area associated with a Roadside stall[68], including any larger separate items displayed for sale, does not exceed 20m^2.
PO72 A Roadside stall[68] is designed and located to: a. ensure safe and accessible access, egress and on-site parking; b. ensure safe and efficient functioning of roads.	**E72** Roadside stall[68]: a. obtains vehicle access from a road classified as a major street (refer Figure 7.2.3.2 - Movement, major streets); b. provide car parking for 2 vehicles off the road carriage and located on the property; c. is located no closer than 100m from an intersection.
Rural industry[70]	

PO73 Rural industry[70]: a. adopt construction materials and use of colour for buildings and structures are visually compatible with the rural residential character and amenity; b. is of a size, scale and design that is not visually dominant, overbearing and inconsistent with the low intensity built form and open area character and amenity of the rural residential environment.	No example provided.
Rural workers' accommodation[71]	
PO74 Rural workers' accommodation[71]: a. provide quarters only for staff employed to work the land for rural purposes; b. is of a size, scale and design not visually dominant, overbearing and inconsistent with detached, low density, open area character and low intensity built form anticipated in the Rural living precinct; c. is screened and landscaped in a manner so it is not visible from a road; d. does not result in adverse visual or noise nuisance on the residents in adjoining or nearby dwellings.	**E74** Rural workers' accommodation[71]: a. no more than 1 Rural workers' accommodation[71] per lot; b. Rural workers' accommodation[71] are contained within 1 structure; c. no more than 12 rural workers are accommodated; d. obtains access from the existing driveway giving access to the Dwelling houseCould not findID-2693465-5150; e. are located within 20m of the Dwelling houseCould not findID-2693465-5150.
Sales office[72]	
PO75 Sales office[72] remain temporary in duration and retain a physical connection to land or building being displayed or sold.	**E75** Development is carried out for no longer than 2 years.
Short-term accommodation[77]	
PO76 Development associated Short-term accommodation[77]:	No example provided.

a. is not, or does not act, as a permanent place of residence for persons where a typical period of time does not exceed 3 consecutive months; b. is of a size, scale, intensity and design that minimises the potential for adverse noise, visual, privacy and traffic impacts on adjoining or nearby residents; c. is of a size, scale, intensity and design that is consistent with the low intensity, low -set built form and open area character and amenity anticipated for the Rural living precinct; d. provides suitable open space, buildings and facilities that meet the recreational, social and amenity needs of people staying on-site; e. provides landscape buffer along adjoining property boundaries to fully screen activities occurring on the site.	
Telecommunications facility(81) Editor's note - In accordance with the Federal legislation Telecommunications facilities (81)must be constructed and operated in a manner that will not cause human exposure to electromagnetic radiation beyond the limits outlined in the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003 and Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields - 3Khz to 300Ghz.	
PO77 Telecommunications facilities(81) are co-located with existing telecommunications facilities(81), Utility installation(86), Major electricity infrastructure(43) or Substation(80) if there is already a facility in the same coverage area.	**E77.1** New telecommunication facilities(81) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.
	E77.2 If not co-located with an existing facility, all co-location opportunities have been investigated and fully exhausted within a 2km radius of the site.
PO78 A new Telecommunications facility(81) is designed and constructed to ensure co-masting or co-siting with other carriers both on the tower or pole and at ground level is possible in the future.	**E78** A minimum area of 45m^2 is available to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.
PO79	**E79**

Telecommunications facilities[81] do not conflict with lawful existing land uses both on and adjoining the site.	The development results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the planning scheme or under an existing development approval.
PO80 The Telecommunications facility[81] does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive; d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	**E80.1** Where in an urban area, the development does not protrude more than 5m above the level of the existing treeline, prominent ridgeline or building rooftops in the surrounding townscape.
	E80.2 In all other areas towers do not exceed 35m in height.
	E80.3 Towers, equipment shelters and associated structures are of a design, colour and material to: a. reduce recognition in the landscape; b. reduce glare and reflectivity.
	E80.4 All structures and buildings are setback behind the main building line and a minimum of 10m from side and rear boundaries, except where in the Industry and Extractive industry zones, the minimum side and rear setback is 3m. Where there is no established building line the facility is located at the rear of the site.
	E80.5 The facility is enclosed by security fencing or by other means to ensure public access is prohibited.
	E80.6 A minimum 3m wide strip of dense planting is provided around the perimeter of the fenced area, between the facility and street frontage and adjoining uses. Note - Landscaping is provided in accordance with Planning scheme policy - Integrated design. Note - Council may require a detailed landscaping plan, prepared by a suitably qualified person, to ensure compliance with Planning scheme policy - Integrated design.

PO81 Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses.	**E81** An Access and Landscape Plan demonstrates how 24 hour vehicular access will be obtained and maintained to the facility in a manner that is appropriate to the site's context.
PO82 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility generates no audible sound at the site boundaries where in a residential setting.	**E82** All equipment comprising the Telecommunications facility[(81)] which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure no noise from this equipment can be heard, or felt at the site boundary.
Wholesale nursery[(89)]	
PO83 Buildings and activities associated with a Wholesale nursery[(89)]: a. ensures the propagation of plants, whether or not in the open, occur without loss of amenity to adjacent properties; b. do not result in any form of environmental degradation, including, but not limited to, soil degradation, pollution of natural water courses and introduction of exotic plant species into the natural on-site or adjoining flora; c. are landscaped, fenced and screened in a manner to reduce the visual appear of buildings, structures, storage and parking areas; d. have vehicle access from a road classified as a major street (refer Figure 7.2.3.2 - Movement, major streets).	No example provided.
Veterinary services[(87)]	
PO84 Buildings and activities associated with Veterinary services[(87)]: a. are for veterinary care, surgery and treatment of animals only; and	No example provided.

b. are landscaped, fenced and screened in a manner to reduce the visual appear of buildings, structures, storage and parking areas; c. have vehicle access from a road classified as a major street (refer Figure 7.2.3.2 - Movement, major streets).	
Winery(90)	
PO85 Buildings and activities associated with Winery(90): a. are for a Winery(90) and ancillary activities only. Uses not affiliated with Winery(90) activities, or the sale of products produced or manufactured on-site, are avoided; b. are landscaped, fenced and screened in a manner to reduce the visual appear of buildings, structures, storage and parking areas; c. have vehicle access from a road classified as a major street (refer Figure 7.2.3.2 - Movement, major streets).	No example provided.
Waste	
PO86 Bins and bin storage areas are provided, designed and managed in accordance with Planning scheme policy - Waste.	**E86** Development is designed to meet the criteria in the Planning scheme policy - Waste and is demonstrated in a waste management program.
Values and constraints criteria	
Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	
Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following assessment criteria apply) Note - To demonstrate achievement of the performance outcome, an Acid sulfate soils (ASS) investigation report and soil management plan is prepared by a qualified engineer. Guidance for the preparation an ASS investigation report and soil management plan is provided in Planning scheme policy - Acid sulfate soils.	
PO87	**E87** Development does not involve:

Development avoids disturbing acid sulfate soils. Where development disturbs acid sulfate soils, development: a. is managed to avoid or minimise the release of surface or groundwater flows containing acid and metal contaminants into the environment; b. protects the environmental and ecological values and health of receiving waters; c. protects buildings and infrastructure from the effects of acid sulfate soils.	a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below than 5m Australian Height datum AHD; or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m Australian Height datum AHD.
Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply) Note - To demonstrate achievement of the performance outcomes, a bushfire management plan is prepared by a suitably qualified person. Guidance for the preparation of a bushfire management plan is provided in Planning scheme policy – Bushfire prone areas.	
PO88 Development: a. minimises the number of buildings and people working and living on a site exposed to bushfire risk; b. ensures the protection of life during the passage of a fire front; c. is located and designed to increase the chance of survival of buildings and structures during a bushfire; d. minimises bushfire risk from build up of fuels around buildings and structures.	**E88** Buildings and structures have contained within the site: a. a separation from classified vegetation of 20m or the distance required to achieve a bushfire attack level (BAL) at the building, roofed structure or fire fighting water supply of no more than 29, whichever is the greater; b. A separation from low threat vegetation of 10m or the distance required to achieve a bushfire attack level (BAL) at the building, roofed structure or fire fighting water supply of no more than 29, whichever is the greater; c. A separation of no less than 10m between a fire fighting water supply extraction point and any classified vegetation, buildings and other roofed structures; d. An area suitable for a standard fire fighting appliance to stand within 3m of a fire fighting water supply extraction point; and e. An access path suitable for use by a standard fire fighting applicant having a formed width of at least 4m, a cross-fall of no greater than 5%, and a longitudinal gradient of no greater than 25%: i. To, and around, each building and other roofed structure; and ii. To each fire fighting water supply extraction point.

	Note - The meaning of the terms classified vegetation and low threat vegetation as well as the method of calculating the bushfire attach level are as described in Australian Standard AS 3959.
PO89 Development and associated driveways and access ways: a. avoid potential for entrapment during a bushfire; b. ensure safe and effective access for emergency services during a bushfire; c. enable safe evacuation for occupants of a site during a bushfire.	**E89** A length of driveway: a. to a road does not exceed 100m between the most distant part of a building used for any purpose other than storage and the nearest part of a public road; b. has a maximum gradient no greater than 12.5%; c. have a minimum width of 3.5m; d. accommodate turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guideline.
PO90 Development provides an adequate water supply for fire-fighting purposes.	**E90** a. A reticulated water supply is provided by a distributer retailer for the area or, where not connected to a reticulated water supply, on-site fire fighting water storage containing not less than 10,000 litres (tanks with fire brigade tank fittings, swimming pools) is provided and located within 10m of buildings and structures. b. Where not connected to a reticulated water supply or a pressure and flow stated above is not available, on-site fire fighting water storage containing not less than 10 000 litres (tanks with fire brigade tank fittings, swimming pools) is located within 10m of buildings and structures. c. Where a swimming pool is the nominated on-site fire fighting water storage source, vehicle access is provided to within 3m of that water storage source. d. Where a tank is the nominated on-site fire fighting water storage source, it includes: i. a hardstand area allowing medium rigid vehicles (15 tonne fire appliance) access within 6m of the tank; ii. fire brigade tank fittings, comprising 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines.
PO91 Development:	**E91** Development does not involve the manufacture or storage of hazardous chemicals.

a. does not present unacceptable risk to people or environment due to the impact of bushfire on dangerous goods or combustible liquids; b. does not present danger or difficulty to emergency services for emergency response or evacuation. Editor's note - Unacceptable risk is defined as a situation where people or property are exposed to a predictable hazard event that may result in serious injury, loss of life, failure of community infrastructure, or property damage.	
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a Cultural heritage impact assessment report is prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - To assist in demonstrating achievement of this performance outcome, a Tree assessment report is prepared by a qualified arborist in accordance with Planning scheme policy – Heritage and landscape character. The Tree assessment report will also detail the measures adopted in accordance with AS 4970-2009 Protection of trees on development sites. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO92 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E92** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy - Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
PO93 Demolition and removal is only considered where: a. a report prepared by a suitably qualified conservation architect or conservation engineer demonstrates that the building is structurally	No example provided.

unsound and is not reasonably capable of economic repair; or b. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or c. limited demolition is performed in the course of repairs, maintenance or restoration; or d. demolition is performed following a catastrophic event which substantially destroys the building or object.	
PO94 Where development is occurring on land adjoining a site of cultural heritage value, the development is to be sympathetic to and consistent with the cultural heritage values present on the site and not result in their values being eroded, degraded or unreasonably obscured from public view.	No example provided.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO95 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields; b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	**E95** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.
PO96 Habitable rooms within an Electricity supply substation buffer are located a sufficient distance from substations[(80)] to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields. Note - Habitable room is defined in the Building Code of Australia (Volume 1)	**E96** Habitable rooms: a. are not located within an Electricity supply substation buffer; and b. proposed on a site subject to an Electricity supply supply substation[(80)]are acoustically insulted to achieve the noise levels listed in Schedule 1, Acoustic Quality Objectives, Environmental Protection (Noise) Policy 2008. Note - Habitable room is defined in the Building Code of Australia (Volume 1)
PO97	No example provided.

Habitable rooms within an Electricity supply substation buffer are acoustically insulated from the noise of a substation[(80)] to achieve the noise levels listed in Schedule 1 Acoustic Quality Objectives, Environmental Protection (Noise) Policy 2008 and provides a safe, healthy and disturbance free living environment. Note - To demonstrate achievement of the performance outcome, a noise impact assessment report is prepared by a suitably qualified person. Guidance to preparing an noise impact assessment report is provided in Planning scheme policy – Noise. Note - Habitable room is defined in the Building Code of Australia (Volume 1)	
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO98 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO99 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.

PO100 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.
PO101 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E101** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO102 Development which is not in a Rural zone ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E102** Development which is not in a Rural zone that an overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO103 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E103.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E103.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO104	No example provided.

Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park(57)	
PO105 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E105** 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.

7.2.3.6 Interim uses code

7.2.3.6.1 Application - Interim uses

1. This code applies to development in the Caboolture West local plan area; Town Centre precinct, Urban living precinct and Enterprise and employment precinct, if:

    a. accepted development subject to requirements or assessable development, and this code is listed as an applicable code in the assessment benchmarks for assessable development and requirements for accepted development column of a table of assessment (Part 5);

    b. assessable development - impact assessable (Part 5).

2. For development made accepted subject to requirements or assessable for this code in Part 5:

    a. Part V of the code applies only to accepted development subject to requirements;

    b. Part W of the code applies only to assessable development.

7.2.3.6.2 Purpose - Interim uses

1. The purpose of the Interim uses code will be achieved through the following overall outcomes:

    a. Development is to maintain a semi-rural character until such time as infrastructure is delivered and relevant site specific constraints are resolved.

    b. Development will consist of interim uses on large lots.

    c. Interim uses are appropriate where they:

        i. would be compatible with the existing semi-rural character;

        ii. would not prejudice or delay the development of the site and adjoining areas for urban purposes;

        iii. are low intensity in nature and characterised by low investment in buildings and infrastructure relative to the value of the site.

    d. Residential activities consist of detached Dwelling housesCould not findID-2693465-5150 predominantly on large lots.

    e. The character and scale of Dwelling housesCould not findID-2693465-5150 are compatible with the existing character for the Caboolture West local plan area.

    f. Secondary dwellings associated with a principal dwelling, remain subordinate and ancillary to the principal dwelling to retain the low density, low intensity, residential form of a Dwelling houseCould not findID-2693465-5150.

    g. Garages, car ports and domestic outbuildings remain subordinate and ancillary to the principal dwelling and are located and designed to reduce amenity impacts on the streetscape and adjoining properties.

    h. Dwelling housesCould not findID-2693465-5150 are designed to add visual interest and contribute to an attractive streetscape and public realm.

i. Dwelling housesCould not findID-2693465-5150 are provided with infrastructure and services at a level suitable for the area.

j. Dwelling housesCould not findID-2693465-5150 are responsive to the lot shape, dimensions and topographic features.

k. Non-residential uses do not result in adverse or nuisance impacts on adjoining properties or the wider environment. Any adverse or nuisance impacts are contained and internalised to the site through location, design, operation and on-site management practices.

l. General works associated with the development achieves the following:

    i. a high standard of electricity, telecommunications, roads, sewerage, water supply and street lighting services are provided to new development to meet the current and future needs of users of the site;
    ii. the development manages stormwater to:

        A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
        B. prevent stormwater contamination and the release of pollutants;
        C. maintain or improve the structure and condition of drainage lines and riparian areas;
        D. avoid off-site adverse impacts from stormwater.

    iii. the development does not result in unacceptable impacts on the capacity and safety of the external road network;

    iv. the development ensures the safety, efficientcy and usability of access ways and parking areas;

    v. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

m. Activities associated with the use do not cause a nuisance by way of aerosols, fumes, light, noise, odour, particles or smoke.

n. Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.

o. Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.

p. Development responds to overlay mapping with regards to Acid sulphate soils, Bushfire hazard, Infrastructure buffers (High voltage lines, bulk water supply), Overland flow path, and Heritage and landscape by:

    i. adopting a ‘least risk, least impact’ approach when designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment;
    ii. providing appropriate separation distances, buffers and mitigation measures along the high voltage transmission line and bulk water supply infrastructure as well as promoting the ongoing viability, operation, maintenance and safety of infrastructure;
    iii. protecting historic and cultural values of significant places and buildings of heritage and cultural significance;
    iv. ensuring effective and efficient disaster management response and recovery capabilities;
    v. where located in an overland flow path;

        A. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;

B. development is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow;
C. development does not impact on the conveyance of overland flow up to and including the overland flow defined flood event;
D. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

q. Interim development may involve one or more of the following:

• Animal husbandry(4) • Animal keeping(5) - if not for a cattery or kennel • Aquaculture(6) (if water area associated with ponds and dams are less than 200m^2 or housed tanks less than 50m^2) • Community residence(16) • Cropping(19), where not forestry for wood production	• Dwelling houseCould not findID-2693465-5150 • Emergency services(25) • Environment facility(26) • Home based business(35) • Intensive horticulture(40) • Non-resident workforce accommodation(52) • Outdoor sport and recreation(55) (if located on Council owned or controlled land and in accordance with a Council approved Master Plan or Land Management Plan)	• Roadside stall(68) • Rural industry(70) • Rural workers' accommodation(71) • Sales office(72) • Veterinary services(87) • Wholesale nursery(89) • Winery(90)

r. Interim development does not involve one or more of the following:

• Adult store(1) • Animal keeping (5) - if for a cattery or kennel • Agricultural supplies store(2) • Bar(7) • Brothel(8) • Caretaker's accommodation(10) • Car wash(11)	• High impact industry(34) • Hospital(36) • Hotel(37) • Indoor sport and recreation(38) • Intensive animal industry(39) • Landing(41) • Low impact industry(42)	• Port services(61) • Relocatable home park(62) • Renewable energy facility(63) • Research and technology industry(64) • Residential care facility(65) • Resort complex(66) • Retirement facility(67)

• Child care centre[13] • Club[14] • Community care centre[15] • Crematorium[18] • Detention facility[20] • Dual occupancyCould not findID-2693465-5148 • Dwelling unit[23] • Educational establishment[24] • Food and drink outlet[28] • Function facility[29] • Funeral parlour[30] • Garden centre[31] • Hardware and trade supplies[32] • Health care services[33]	• Major sport, recreation and entertainment facility[44] • Marine industry[45] • Medium impact industry[47] • Motor sport facility[48] • Multiple dwellingCould not findID-2693465-5213 • Nature-based tourism[50] • Nightclub entertainment facility[51] • Office[53] • Outdoor sales[54] • Parking station[58]	• Rooming accommodation[69] • Service industry[73] • Service station[74] • Shop[75] • Shopping centre[76] • Showroom[78] • Special industry[79] • Theatre[82] • Tourist attraction[83] • Tourist park[84] • Warehouse[88]

s. Development not listed in the tables above may be considered on its merit and where it supports the outcomes of the code.

7.2.3.6.3 Accepted development subject to requirements

If development is to be categorised as accepted development subject to requirements it must comply with the requirements for accepted development set out Part V, Table 7.2.3.6.1. Where the development does not meet a requirement for accepted development (RAD) within Part V Table 7.2.3.6.1, it becomes assessable development under the rules outlined in section 5.3.3.(1), and assessment is against the corresponding performance outcome (PO) identified in the table below. This only occurs whenever a RAD is not met, and is therefore limited to the subject matter of the RADs that are not complied with. To remove any doubt, for those RADs that are complied with, there is no need for assessment against the corresponding PO.

Requirements for accepted development (RAD)	Corresponding PO
RAD1	PO4
RAD2	PO6

Requirements for accepted development (RAD)	Corresponding PO
RAD3	PO5
RAD4	PO7
RAD5	PO8
RAD6	PO9
RAD7	PO10-PO13
RAD8	PO10-PO13
RAD9	PO14
RAD10	PO17
RAD11	PO18
RAD12	PO21
RAD13	PO21
RAD14	PO21
RAD15	PO30
RAD16	PO32
RAD17	PO29
RAD18	PO29
RAD19	PO33
RAD20	PO36
RAD21	PO37
RAD22	PO38
RAD23	PO37
RAD24	PO44
RAD25	PO39
RAD26	PO39
RAD27	PO42
RAD28	PO42
RAD29	PO43
RAD30	PO45
RAD31	PO45
RAD32	PO49
RAD33	PO45
RAD34	PO45

Requirements for accepted development (RAD)	Corresponding PO
RAD35	PO45
RAD36	PO51
RAD37	PO45
RAD38	PO47
RAD39	PO47
RAD40	PO53
RAD41	PO54
RAD42	PO53
RAD43	PO54
RAD44	PO55
RAD45	PO3
RAD46	PO4
RAD47	PO56
RAD48	PO56
RAD49	PO56
RAD50	PO57
RAD51	PO58
RAD52	PO58
RAD53	PO58
RAD54	PO59
RAD55	PO58
RAD56	PO58
RAD57	PO58
RAD58	PO60
RAD59	PO60
RAD60	PO61
RAD61	PO61
RAD62	PO62
RAD63	PO67
RAD64	PO67
RAD65	PO67
RAD66	PO67

Requirements for accepted development (RAD)	Corresponding PO
RAD67	PO67
RAD68	PO69
RAD69	PO72
RAD70	PO72
RAD71	PO73
RAD72	PO74
RAD73	PO75
RAD74	PO76
RAD75	PO77
RAD76	PO78
RAD77	PO78
RAD78	PO79
RAD79	PO79
RAD80	PO80-PO82, PO84-PO86
RAD81	PO80-PO82, PO84-PO86
RAD82	PO82
RAD83	PO83
RAD84	PO87

Part V — Requirements for accepted development - Interim uses

Table 7.2.3.6.1 Requirements for accepted development - Interim uses

Requirements for accepted development	
General requirements	
Building height	
RAD1	Building height and structures: a. do not exceed the height identified on Overlay map - Building heights; or b. where not identified on Overlay map - Building height, and unless otherwise specified in this code, do not exceed 5m.
Setbacks	

RAD2	Buildings and structures associated with the following uses are setback from all lot boundaries as follows:
	a. Animal husbandry(4) (buildings only) - 10m;
	b. Cropping(19) (buildings only) - 10m;
	c. Animal keeping(5), excluding catteries and kennels - 20m;
	d. Cropping(19) (buildings only) - 10m;
	e. Intensive horticulture(40) - 10m;
	f. Non-resident workforce accommodation(52) - 40m;
	g. Rural Industry(70) - 20m;
	h. Wholesale nursery(89) - 10m;
	i. Winery(90) (buildings only) - 10m;
	j. Veterinary services(87) - 10m.

RAD3	Unless specified elsewhere in the code, all other buildings and structures are setback: a. Road frontage - 6m minimum; b. Side and Rear - 4.5m minimum. Note - For a Dwelling houseCould not findID-2693465-5150 where located in a bushfire hazard area (see Overlay map - Bushfire hazard) a greater setback may be required. See values and constraints requirements Bushfire hazard. Note - This provision doe not apply where a development footprint exists for a lot.
Development footprint	

RAD4	Where a development footprint has been identified as part of a development approval for reconfiguring a lot, all development occurs within that development footprint.
Lighting	
RAD5	Artificial lighting on-site is directed and shielded in such a manner as not to exceed the recommended maximum values of light technical parameters for the control of obtrusive light given in Table 2.1 of Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting. Note - "Curfewed hours" are taken to be those hours between 10pm and 7am on the following day.
Car parking	
RAD6	On-site car parking is provided in accordance with Schedule 7 - Car parking.
Hazardous Chemicals	
RAD7	All development that involves the storage or handling of hazardous chemicals listed in Schedule 9, Development involving hazardous chemicals, Table 9.0.1 Quantity thresholds for hazardous chemicals stored as accepted development subject to requirements complies with Table 9.0.3 Hazardous chemicals.
RAD8	Development does not involve the storage or handling of hazardous chemicals listed in Schedule 9, Development involving hazardous chemicals, Table 9.0.2 Hazardous chemicals assessable thresholds.
Waste treatment	
RAD9	All concentrated animal use areas (e.g. sheds, pens, holding yards, stables) are provided with site drainage to ensure all run-off is directed to suitable detention basins, filtration or other treatment areas.
Clearing of Habitat Trees	
RAD10	Development does not result in the damaging, destruction or clearing of a habitat tree. This does not apply to: a. clearing of a habitat tree located within an approve development footprint; b. clearing of a habitat tree within 10m from a lawfully established building reasonably necessary for emergency access or immediately required in response to an accident or emergency; c. clearing of a habitat tree reasonably necessary to remove or reduce the risk vegetation poses to serious personal injury or damage to infrastructure; d. clearing of a habitat tree reasonably necessary to construct and maintain a property boundary fence and not exceed 4m in width either side of the fence; e. clearing of a habitat tree reasonably necessary for the purpose of maintenance or works within a registered easement for public infrastructure or drainage purposes; f. clearing of a habitat tree in accordance with a bushfire management plan prepared by a suitably qualified person, submitted to and accepted by Council;

	g. clearing of a habitat tree associated with removal of recognised weed species, maintaining existing open pastures and cropping land, windbreaks, lawn or created gardens; h. Native forest practice where accepted development under Part 1, 1.7.7 Accepted development. Editor's note - A native tree measuring greater than 80cm in diameter when measured at 1.3m from the ground is recognised as a 'habitat tree'. For further information on habitat trees, refer to Planning scheme policy - Environmental areas and corridors. Information detailing how this measurement is undertaken is provided in Australian Standard AS 4970 2009 Protection of Trees on Development Sites - Appendix A.
Works requirements	
Utilities	
RAD11	Development is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).
Access	
RAD12	Any new or changes to existing crossovers and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking; ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
RAD13	Any new or changes to existing internal driveways and access ways are designed and constructed in accordance with AS/NZ2890.1 Parking facilities - Off street car parking and the relevant standards in Planning scheme policy - Integrated design.
RAD14	Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 Service vehicle requirements.
Stormwater	

<table>
<tr><td>RAD15</td><td>Any new or changes to existing stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises in accordance with Planning scheme policy - Intergrated design.

Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State transport infrastructure.</td></tr>
<tr><td>RAD16</td><td>Development incorporates a ‘deemed to comply solution’ to manage stormwater quality where the development:

a. is for an urban purpose that involves a land area of 2500m^2 or greater; and
b. will result in:

i. 6 or more dwellings; or
ii. an impervious area greater than 25% of the net developable area.

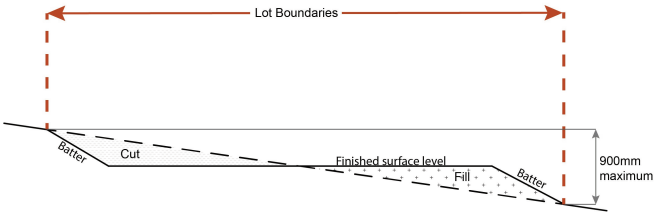
Note - The deemed to comply solution is to be designed, constructed, established and maintained in accordance with the requirements of Water by Design ‘Deemed to Comply Solutions - Stormwater Quality Management for South East Queensland’ and Planning scheme policy - Integrated design.</td></tr>
<tr><td>RAD17</td><td>Development ensures that surface flows entering the premises from adjacent properties are not blocked, diverted or concentrated.

Note - A report from a suitably qualified Registered Professional Engineer Queensland may be required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.</td></tr>
<tr><td>RAD18</td><td>Development ensures that works (e.g. fences and walls) do not block, divert or concentrate the flow of stormwater to adjoining properties.

Note - A report from a suitably qualified Registered Professional Engineer Queensland may be required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.</td></tr>
<tr><td>RAD19</td><td>Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land is protected by easements in favour of Council (at no cost to Council). Minimum easement widths are as follows:

<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater Pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater Pipe up to 825mm diameter with Sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the pipe and clear of all pits</td></tr>
</table>
</td></tr>
</table>

	Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system. Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
Site works and construction management	
RAD20	The site and any existing structures are to be maintained in a tidy and safe condition.
RAD21	Development does not cause erosion or allow sediment to leave the site. Note - The International Erosion Control Association (Australasia) Best Practice Erosion and Sediment Control provides guidance on strategies and techniques for managing erosion and sedimentation.
RAD22	No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
RAD23	Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on developments sites are adopted and implemented.
RAD24	Any damage to council land or infrastructure is to be repaired or replaced, with the same materials prior to plan sealing or final building classification.
RAD25	Construction traffic, including contractor car parking, is controlled in accordance with a traffic management plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
RAD26	Any material dropped, deposited or spilled on the road(s) as a result of construction processes associated with the site are to be cleaned at all times.
RAD27	All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works.
RAD28	Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - No burning of cleared vegetation is permitted. Note - The chipped vegetation must be stored in an approved location.

RAD29	All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays.
Earthworks	
RAD30	The site is prepared and the fill placed on-site in accordance with Australian Standard AS3798. Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
RAD31	The total of all cut and fill on-site does not exceed 900mm in height. **Figure - Cut and Fill**  Note - This is site earthworks not building work.
RAD32	Cut and fill batters, (other than batters to dams and water impoundments), have a finished slope no steeper than the following: a. any cut batter is no steeper than 1V in 4H; b. any fill batter, (other than a compacted fill batter), is no steeper than 1V in 4H; c. any compacted fill batter is no steeper than 1V in 4H.
RAD33	All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
RAD34	Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters. Note - Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
RAD35	All fill and excavation is contained on-site and is free draining.

RAD36	Earthworks undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land (other than a road) in a manner which: i. concentrates the flow; or ii. increases the flow rates of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
RAD37	All fill placed on-site is: a. limited to that necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
RAD38	No filling or excavation is undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
RAD39	Filling or excavation that would result in any of the following is not carried out on-site: a. a reduction in cover over any Council or public sector entity infrastructure to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity infrastructure above that which existed prior to the filling or excavation works being undertaken; c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.

Fire services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
iii. material change of use for a Tourist park(84) with accommodation in the form of caravans or tents; or
iv. material change of use for outdoor sales(54), outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or
ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

RAD40	External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005): a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks(84) or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. - for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. - for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. - for outdoor sales(54), processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales(54), outdoor processing and outdoor storage facilities; and d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and where applicable, Part 3.6.
RAD41	A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m;

	c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
RAD42	On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
RAD43	For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form; b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
RAD44	For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavements markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific requirements	
Dwelling house Could not findID-2693465-5150	
RAD45	Residential density does not exceed one dwelling house per lot.
RAD46	Building height for a Dwelling house does not exceed: a. that on Overlay map - Building heights; or b. where not mapped on Overlay map - Building heights, 8.5m.
Dwelling houseCould not findID-2693465-5150 - Secondary dwelling	

<table>
<tr><td>RAD47</td><td>The siting and design of dwellings ensures that the secondary dwelling is:

a. not located in front of the primary dwelling;

b. annexed to (adjoining, below or above) or located within 10.0m of the primary dwelling (excluding domestic outbuildings).

c. accessed from the existing driveway giving access to the Dwelling house.

Note - The requirements to locate a Secondary dwelling within 10m of the primary dwelling is measured from the outermost projection of the primary dwelling (being the main house, excluding domestic outbuildings) to the outermost projection of the Secondary dwelling. The entire Secondary dwelling does not need to be contained within the specified distance.</td></tr>
<tr><td>RAD48</td><td>No more than 1 secondary dwelling is located on an allotment.</td></tr>
<tr><td>RAD49</td><td>The GFA of the secondary dwelling does not exceed 100m^2 GFA.</td></tr>
<tr><td colspan="2">Dwelling houseCould not findID-2693465-5150 - Domestic outbuildings</td></tr>
<tr><td>RAD50</td><td>Domestic outbuildings:

a. have a total combined maximum roofed area as outlined in the table below:

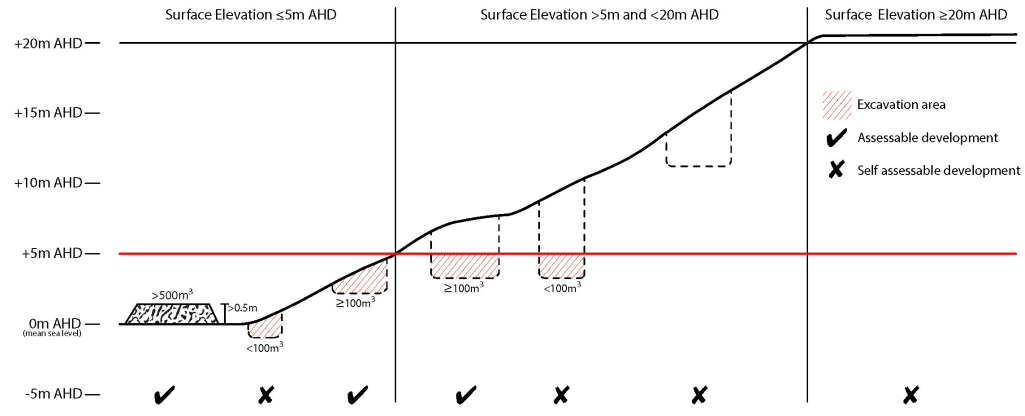
<table><tr><th>Size of lot</th><th>Max. roofed area</th></tr><tr><td>Less than 600m^2</td><td>50m^2</td></tr><tr><td>600m^2 - 1000m^2</td><td>70m^2</td></tr><tr><td>>1000m^2 – 2000m^2</td><td>80m^2</td></tr><tr><td>Greater than 2000m^2</td><td>150m^2</td></tr></table>
b. have a maximum building height of 4m and a mean height not exceeding 3.5m;

c. are located behind the main building line and not within primary or secondary frontage setbacks.</td></tr>
<tr><td colspan="2">Home based business(35)</td></tr>
<tr><td>RAD51</td><td>Home based business(s)(35) are fully contained within a dwelling or on-site structure, except for a home based child care facility.</td></tr>
<tr><td>RAD52</td><td>The maximum total use area is 100m^2.</td></tr>
<tr><td>RAD53</td><td>Up to 2 additional non-resident, either employees or customers, are permitted on the site at any one time, except where involving the use of heavy vehicles, where no employees are permitted.

Note - This provision does not apply to bed and breakfast or farmstay business.</td></tr>
<tr><td>RAD54</td><td>Hours of operation to be restricted to 8:00am to 6:00pm Monday to Saturday and are not open to the public on Sundays, Christmas Day, Good Friday or Anzac Day, except for:</td></tr>
</table>

	a. bed and breakfast or farmstay business which may operate on a 24 hour basis; b. office or administrative activities that do not generate non-residents visiting the site, such as book keeping and computer work.
RAD55	The maximum number of heavy vehicles, trailer and motor vehicles stored on-site is as follows: a. 1 heavy vehicle; b. 1 trailer; c. Up to 3 motor vehicles. Note - The car parking provision associated with the Dwelling houseCould not findID-2693465-5150 is in addition to this requirement. Note - The number of motor vehicles stated is in addition to motor vehicles associated with a Dwelling houseCould not findID-2693465-5150.
RAD56	Vehicle parking areas, vehicle standing areas and outdoor storage areas of plant and equipment are screened from adjoining sites by either planting, wall(s), fence(s) or a combination at least 1.8m in height along the length of those areas. Note - Planting for screening is to have a minimum depth of 3m.
RAD57	Heavy vehicle storage buildings, parking areas and standing areas are setback a minimum of 30m from all property boundaries.
RAD58	The use does not involve vehicle servicing or major repairs, including spray painting or panel beating. Note - Vehicle servicing excludes general maintenance of a vehicle such as, but not limited to, changing engine fluids, filters and parts such as batteries and plugs.
RAD59	The use is not an environmentally relevant activity (ERA) as defined in the *Environmental Protection Regulation 2008.*
RAD60	Only goods grown, produced or manufactured on-site are sold from the site.
RAD61	Display of goods grown, produced or manufactured on-site are contained within a dwelling or on-site structure and the display of goods is not visible from boundary of the site.
RAD62	For bed and breakfast and farmstays: a. overnight accommodation is provided in the Dwelling houseCould not findID-2693465-5150 of the accommodation operator. b. maximum 4 bedrooms are provided for a maximum of 10 guests. c. meals are served to paying guests only. d. rooms do not contain food preparation facilities.

	Note - RAD52 - RAD62 above do not apply to Home based business[35].
Roadside stalls[68]	
RAD63	No more than one Roadside stall[68] per property.
RAD64	Goods offered for sale are only goods grown, produced or manufactured on the site.
RAD65	The maximum area associated with a Roadside stall[68], including any larger separate items displayed for sale, does not exceed 20m^2.
RAD66	Car parking for 2 vehicles is provided off the road carriage and located on the property.
RAD67	The Roadside stall[68] is located no closer than 100m from an intersection.
Sales office[72]	
RAD68	A Sales office[72] is located on the site for no longer than 2 years.
Winery[90]	
RAD69	The maximum use area including all buildings, structures, driveways and parking areas is 1500m^2.
RAD70	The Winery[90] is accessed from a road classified as a State Arterial, Arterial or Sub-Arterial (refer Overlay map - Road hierarchy for road classification).
Values and constraints requirements Note - The relevant values and constraints requirements 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 conditions of approval) the identified value or constraint under this planning scheme.	
Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following requirements apply) Note - Planning scheme policy - Acid sulfate soils provides guidance for requirements for accepted development that has the potential to disturb acid sulfate soils i.e. development involving filling or excavation works below the thresholds of 100m^3 and 500m^3 respectively.	
RAD71	Development does not involve: a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below 5m Australian Height Datum AHD, or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m AHD.



Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following requirements apply)

Note - For the purposes of section 12 of the Building Regulation 2006, land identified as very high potential bushfire intensity, high potential bushfire intensity, medium potential bushfire intensity or potential impact buffer on the Bushfire hazard area overlay map is the 'designated bushfire hazard area'. AS 3959-2009 Construction of buildings in bushfire hazard area applies within these areas.

Note - The bushfire hazard area provisions do not apply where a development envelope recognising and responding to this constraint has been identified and approved by Council as part of a reconfiguration of lot, development approval or approved Bush Fire Management Plan in this and previous planning schemes.

RAD72	Building and structures have contained within the site: a. a separation from classified vegetation of 20m or the distance required to achieve a bushfire attack level (BAL) at the building, roofed structure or fire fighting water supply of no more than 29, whichever is the greater; b. a separation from low threat vegetation of 10m or the distance required to achieve a bushfire attack level (BAL) at the building, roof structure or fire fighting water supply of no more than 29, whichever is the greater; c. a separation of no less than 10m between a fire fighting water supply extraction point and any classified vegetation, buildings and other roofed structures; d. an area suitable for a standard fire fighting appliance to stand within 3m of a fire fighting water supply extraction point; and e. an access path suitable for use by a standard fire fighting appliance having a formed width of at least 4m, a cross-fall of no greater than 5%, and a longitudinal gradient of no greater than 25%; i. to, and around, each building and other roofed structures; and ii. to each fire fighting water supply extraction point. Note - The meaning of the terms classified vegetation and low threat vegetation as well as the method of calculating the bushfire attack level are as described in Australian Standard AS3959.
RAD73	The length of driveway: a. to a public road does not exceed 100m between the most distant part of a building used for any purpose other than storage and the nearest part of a public road; b. has a maximum gradient no greater than 12.5%;

	c. have a minimum width of 3.5m; d. accommodate turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guideline.
RAD74	a. A reticulated water supply is provided by a distributer retailer for the area or, where not connected to a reticulated water supply, on-site fire fighting water storage containing not less than 10,000 litres (tanks with fire brigade tank fittings, swimming pools) is provided and located within 10m of buildings and structures. b. Where a swimming pool is the nominated on-site fire fighting water storage source, vehicle access to within 3m of that water storage source is provided. c. Where a tank is the nominated on-site fire fighting water storage source, it includes: i. a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank; ii. fire brigade tank fittings, comprising 50mm ball valve and male camlock coupling and, if underground, an access hole of 20mm (minimum) to accommodate suction lines.
RAD75	Development does not involve the manufacture or storage of hazardous chemicals.
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following requirements apply)	
RAD76	Development is for the preservation, maintenance, repair and restoration of the building, item or object of cultural heritage value.
RAD77	Any maintenance, repair and restoration works are in accordance with Council approval. A cultural heritage construction management plan for maintenance, repair and restoration is prepared in accordance with Planning scheme policy - Heritage and landscape character.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following requirements apply)	
RAD78	Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.
RAD79	Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a bulk water supply infrastructure buffer.
Overland flow path (refer Overlay map - Overland flow path to determine if the following requirements apply)	
RAD80	Development for a material change of use or building work does not involve the construction of a building or structure in an Overland flow path area.
RAD81	Development for a material change of use or operational work does not impede the flow of flood waters through the premises or worsen flood flows to other premises. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.

	Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow
RAD82	Development for a material change of use or building work ensures that fencing in an overland flow path area is at least 50% permeable.
RAD83	Development for a material change of use or building work that involves a hazardous chemical ensures the hazardous chemicals is not located within an overland flow path area.
RAD84	Development for a material change of use or building work for a Park[(57)] ensures that work is provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated design.

7.2.3.6.4 Requirements for assessment

Part W — Criteria for assessable development - Interim uses

Where development is categorised as assessable development - code assessment in the Table of Assessment, and located in a precinct, the assessment benchmarks are the criteria set out in Part W, Table 7.2.3.6.2, as well as the purpose statement and overall outcomes.

Where development is assessable development - impact assessment, the assessment benchmarks becomes the whole of the planning scheme.

Table 7.2.3.6.2 Assessable development - Interim uses

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General criteria	
Interim uses	
PO1 Interim uses: a. do not fragment or alienate the land or result in the loss of land for future urban purposes; b. result in minimal investment; c. do not prejudice or delay the use of the land for urban purposes.	No example provided.
PO2 Interim uses: a. are adequately serviced with necessary infrastructure to meet on-site needs and requirements; b. are of a size and scale that maintains the low density, low intensity and open area landscape character;	No example provided.

c. are designed, located and operated in a manner that avoids nuisance impacts on adjoining properties; d. requires minimal filling or excavation. Where this occurs, visual impacts are reduced through screening; e. are not visually dominant from the streetscape or adjoining properties; f. utilise materials, finishes and colours that are consistent with existing semi-rural environment.	
Site density	
PO3 Development does not result in residential density exceeding more than one Dwelling houseCould not findID-2693465-5150 per lot.	No example provided.
Building height	
PO4 The height of buildings: a. is consistent with the existing low rise, open area and low density character and amenity of the area; b. does not unduly impact on access to daylight, sunlight, overshadowing or privacy experienced by adjoining premises.	**E4** Building height and structures: a. do not exceed the height identified on Overlay map - Building heights; or b. where not identified on Overlay map - Building heights, and unless otherwise specified in this code, do not exceed 5m.
Setbacks	
PO5 Buildings and structures are setback to: a. be consistent with the semi-rural character of the area; b. result in development not being visually dominant or overbearing with respect on adjoining properties; c. maintain the privacy of adjoining.	**E5** Unless specified elsewhere in the code, the minimum setback from a boundary is as follows: a. Front boundary – 6m; b. Side boundary – 4.5m; c. Rear boundary – 4.5m. Note - This provision does not apply where a development footprint exists for a lot.
PO6	**E6**

Non-residential uses are setback to ensures:
 	
a. chemical spray, fumes, odour, dust are contained on-site;
 	
b. unreasonable nuisance or annoyance resulting from, but not limited to; noise, storage of materials and rubbish does not adversely impact upon land users adjacent to, or within the general vicinity; and
 	
c. buildings and other structures are consistent with the open area, low density, low built form character and amenity associated with the area.
	The following uses and associated buildings are setback from all property boundaries as follows:
	
	a. Animal husbandry(4) (buildings only) - 10m;
	
	b. Cropping(19) (buildings only) - 10m;
	
	c. Animal keeping(5), excluding catteries and kennels - 20m;
	
	d. Cropping(19) (buildings only) - 10m;
	
	e. Intensive horticulture(40) - 10m;
	
	f. Rural Industry(70) - 20m;
	
	g. Wholesale nursery(89) - 10m;
	
	h. Veterinary services(87) - 10m.

Development footprint	
PO7 Where a development footprint has been identified as part of a development approval for reconfiguring a lot, all development occurs within that development footprint.	No example provided.
Amenity	
PO8 The amenity of the area and adjacent sensitive land uses are protected from the impacts of dust, odour, light, chemicals and other environmental nuisances.	No example provided.
Car parking	
PO9 Traffic generation, vehicle movement and on-site car parking associated with an activity: a. provides safe, convenient and accessible access for vehicles and pedestrians; b. provides safe and convenient on-site parking and manoeuvring to meet anticipated parking demand;	**E9** On-site car parking is provided in accordance with Schedule 7 - Car parking.

c. is appropriate to the road classification and carrying capacity of the local network and able to meet the additional demands generated by the development; and d. does not result adverse impacts on the efficient and safe functioning of the road network. Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.	
Hazardous Chemicals Note - To assist in demonstrating compliance with the following performance outcomes, a Hazard Assessment Report may be required to be prepared and submitted by a suitably qualified person in accordance with '*State Planning Policy Guideline - Guidance on development involving hazardous chemicals*'. Terms used in this section are defined in '*State Planning Policy Guideline - Guidance on development involving hazardous chemicals*'.	
PO10 Off sites risks from foreseeable hazard scenarios involving hazardous chemicals are commensurate with the sensitivity of the surrounding land use zones.	**E10.1** Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of land zoned for vulnerable or sensitive land uses as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 7kPa overpressure; ii. 4.7kW/m2 heat radiation. If criteria E11.1 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 0.5 x 10-6/year.
	E10.2

	Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of a commercial or community activity land use zone as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 7kPa overpressure; ii. 4.7kW/m^2 heat radiation. If criteria E11.2 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 5 x 10-6/year.
	E10.3 Off site impacts or risks from any foreseeable hazard scenario does not exceed the dangerous dose at the boundary of an industrial land use zone as described below: Dangerous Dose a. For any hazard scenario involving the release of gases or vapours: i. AEGL2 (60minutes) or if not available ERPG2; ii. An oxygen content in air <19.5% or >23.5% at normal atmospheric pressure. b. For any hazard scenario involving fire or explosion: i. 14kPa overpressure; ii. 12.6kW/m^2 heat radiation.

	If criteria E11.3 (a) or (b) cannot be achieved, then the risk of any foreseeable hazard scenario shall not exceed an individual fatality risk level of 50 x 10-6/year.
PO11 Buildings and package stores containing fire-risk hazardous chemicals are designed to detect the early stages of a fire situation and notify a designated person.	**E11** Buildings and package stores containing fire-risk hazardous chemicals are provided with 24 hour monitored fire detection system for early detection of a fire event.
PO12 Common storage areas containing packages of flammable and toxic hazardous chemicals are designed with spill containment system(s) that are adequate to contain releases, including fire fighting media.	**E12** Storage areas containing packages of flammable and toxic hazardous chemicals are designed with spill containment system(s) capable of containing a minimum of the total aggregate capacity of all packages plus the maximum operating capacity of any fire protection system for the storage area(s) over a minimum of 60 minutes.
PO13 Storage and handling areas, including manufacturing areas, containing hazardous chemicals in quantities greater than 2,500L or kg within a Local Government "flood hazard area" are located and designed in a manner to minimise the likelihood of inundation of flood waters from creeks, rivers, lakes or estuaries.	**E13.1** The base of any tank with a WC >2,500L or kg is higher than any relevant flood height level identified in an area's flood hazard area. Alternatively: a. bulk tanks are anchored so they cannot float if submerged or inundated by water; and b. tank openings not provided with a liquid tight seal, i.e. an atmospheric vent, are extended above the relevant flood height level.
	E13.2 The lowest point of any storage area for packages >2,500L or kg is higher than any relevant flood height level identified in an area's flood hazard area. Alternatively, package stores are provided with impervious bund walls or racking systems higher than the relevant flood height level.
Waste Treatment	
PO14 Stormwater generated on-site is treated and disposed of in an acceptable manner to mitigate any impacts on soil, surface water or ground water quality. Development resulting in the degradation of soil, surface water or ground water quality is avoided.	**E14** All concentrated animal use areas (e.g. Sheds, pens, holding yards, stables, kennels and other animal enclosures) are provided with site drainage to ensure all run-off is directed to suitable detention basins, filtration or other treatment areas.

Noise	
PO15 Noise generating uses do not adversely affect existing or potential noise sensitive uses. Note - The use of walls, barriers or fences that are visible from or adjoin a road or public area are not appropriate noise attenuation measures unless adjoining a motorway, arterial road or rail line. 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.	No example provided.
PO16 Sensitive land uses are provided with an appropriate acoustic environment within designated external private outdoor living spaces and internal areas while: a. contributing 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. maintaining the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E16.1** Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. **E16.2** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless: i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning scheme policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Clearing of Habitat Trees not within the Green network precinct	
PO17	No example provided.

a. Development ensures that the biodiversity quality and integrity of habitats is not adversely impacted upon but maintained and protected. b. Development does not result in the net loss of fauna habitat. Where development does result in the loss of habitat tree, development will provide replacement fauna nesting boxes at the following rate of 1 nest box for every hollow removed. Where hollows have not yet formed in trees > 80cm in diameter at 1.3m height, 3 nest boxes are required for every habitat tree removed. c. Development does not result in soil erosion or land degradation or leave land exposed for an unreasonable period of time but is rehabilitated in a timely manner. Note - Further guidance on habitat trees is provided in Planning scheme policy - Environmental areas	
Works criteria	
Utilities	
PO18 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in a manner that: 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; f. minimises risk of potential adverse impacts on the natural and built 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.	**E18** Development is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).
Access	
PO19	No example provided.

Where required access easements contain a driveway and provision for services constructed to suit the user's needs. The easement covers all works associated with the access in accordance with Planning scheme policy - Integrated design.	
PO20 The layout of the development does not compromise: a. the development of the road network in the area; b. the function or safety of the road network; c. the capacity of the road network. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).	**E20.1** Direct vehicle access for residential development does not occur from arterial or sub-arterial roads or a motorway. Editor's note - Residential developments should consider amalgamation with the lot to the rear and gaining access via a laneway. Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).
	E20.2 The development provides for the extension of the road network in the area in accordance with Council's road network planning.
	E20.3 The development does not compromise future road widening of frontage roads in accordance with the relevant standard and Council's road planning.
	E20.4 The development layout allows forward vehicular access to and from the site.
PO21 Safe access is provided for all vehicles required to access the site.	**E21.1** Site access and driveways are designed, located and constructed in accordance with: a. where for a Council-controlled road and associated with a Dwelling house: i. Planning scheme policy - Integrated design; b. where for a Council-controlled road and not associated with a Dwelling house: i. AS/NZS 2890.1 Parking facilities Part 1: Off street car parking;

	ii. AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; iii. Planning scheme policy - Integrated design; iv. Schedule 8 - Service vehicle requirements; c. where for a State-controlled road, the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	E21.2 Internal driveways, car parks and access ways are designed and constructed with a sealed pavement and in accordance with: a. AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking; b. AS 2890.2 Parking Facilities Part 2: Off street commercial vehicle facilities; c. Planning scheme policy - Integrated design; and d. Schedule 8 - Service vehicle requirements. Note - This includes queue lengths (refer to Schedule 8 - Service vehicle requirements), pavement widths and construction.
	E21.3 Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Schedule 8 - Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 - Service vehicle requirements.
	E21.4 Landscaping (including shade trees) is provided within car parks in accordance with Planning scheme policy - Integrated design.
PO22 Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	**E22** Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.

Street layout and design	
PO23 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	No example provided.
PO24 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development.	**E24.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date

Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is near a transport sensitive location; • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion; • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses[88] greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E24.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E24.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO25 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards.	**E25** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access or collector function: i. intersecting road located on same side = 100 metres;

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.	ii. intersecting road located on opposite side = 50 metres b. Where the through road provides a sub-arterial function: i. intersecting road located on same side = 300 metres; ii. intersecting road located on opposite side = 150 metres. c. When the through road provides an arterial function: i. intersecting road located on the same side = 500 metres; ii. intersecting road located on opposite side = 250 metres. d. Walkable block perimeter does not exceed 1500 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distance required for the intersection after considering vehicle speed and present/forecast turning and through volumes.
PO26 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.	**E26** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following: **Situation** | **Minimum construction**

Note - Frontage roads include streets where no direct lot access is provided. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport. Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.	<table><tr><td>Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard.</td><td>Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.</td></tr></table> Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads. Note - Construction includes all associated works (services, street lighting and linemarking). Note - Alignment within road reserves is to be agreed with Council. Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
Stormwater	
PO27 Minor stormwater drainage systems (internal and external) have the capacity to convey stormwater flows from frequent storm events for the fully	**E27.1** The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.

developed upstream catchment whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.	**E27.2** Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.
	E27.3 Development ensures that inter-allotment drainage infrastructure is provided in accordance with the relevant level as identified in QUDM.
PO28 Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed upstream catchment.	**E28.1** The internal drainage system safely and adequately conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment through the site.
	E28.2 The external (downstream) drainage system safely conveys the stormwater flows for the 1% AEP event for the fully developed upstream catchment without allowing the flows to encroach upon private lots.
	E28.3 Overland flow paths (for any storm even) from newly constructed roads and public open space areas do not pass through the development footprint.
	E28.4 The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel. Note - Refer to QUDM for recommended average flow velocities.
PO29 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises	**E29** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.

or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	
PO30 Stormwater run-off from the site is conveyed to a point of lawful discharge without causing actionable nuisance to any person, property or premises. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome. Note - A watercourse as defined in the Water Act may be accepted as a lawful point of discharge providing the drainage discharge from the site does not increase the downstream flood levels during events up to and including the 1% AEP storm. An afflux of +20mm may be accepted on Council controlled land and road infrastructure. No worsening is ensured when stormwater is discharged into a catchment that includes State Transport Infrastructure.	No example provided.
PO31 Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site. Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.	No example provided.
PO32 Where development: a. is for an urban purpose that involves a land area of 2500m^2 or greater; and b. will result in: i. 6 or more dwellings; or ii. an impervious area greater than 25% of the net developable area,	No example provided.

<table>
<tr><td>stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td><td></td></tr>
<tr><td>PO33

Stormwater drainage pipes and structures through or within private land (including inter-allotment drainage) are protected by easements in favour of Council with sufficient area for practical access for maintenance purposes.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td><td>E33

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr><tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr><tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr></table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td></tr>
<tr><td>PO34

Stormwater management facilities (excluding outlets) are located outside of riparian areas and prevent increased channel bed and bank erosion.</td><td>No example provided.</td></tr>
<tr><td>PO35</td><td>E35</td></tr>
</table>

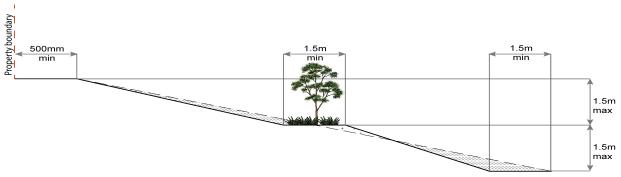
Council is provided with accurate representations of the completed stormwater management works within residential developments.	"As Built" drawings and specifications of the stormwater management devices certified by an RPEQ is provided. Note - Documentation is to include: a. photographic evidence and inspection date of the installation of approved underdrainage; b. copy of the bioretention filter media delivery dockets/quality certificates confirming the materials comply with specifications in the approved Stormwater Management Plan; c. date of the final inspection.
Site works and construction management	
PO36 The site and any existing structures are maintained in a tidy and safe condition.	No example provided.
PO37 All works on-site are managed to: a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regard to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as possible, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause actionable nuisance to any person or premises; d. avoid adverse impacts on street streets and their critical root zone.	**E37.1** Works incorporate temporary stormwater run-off, erosion and sediment controls and trash removal devices designed in accordance with the Urban Stormwater Quality Planning Guidelines, State Planning Policy, Schedule 10 - Stormwater management design objectives, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour or erosion of any kind; c. stormwater discharge rates do not exceed pre-existing conditions; d. minimum design storm for all temporary diversion drains and sedimentation basins in accordance with Schedule 10 - Stormwater management design objectives; e. ponding or concentration of stormwater does not occur on adjoining properties.

	E37.2 Stormwater run-off, erosion and sediment controls are constructed in accordance with Planning scheme policy - Integrated design (Appendix C) prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness. Note - The measures are adjusted on-site to maximise their effectiveness.
	E37.3 The completed earthworks (fill or excavation) area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.
	E37.4 Existing street trees are protected and not damaged during works. Note - Where development occurs in the tree protection zone, measures and techniques as detailed in Australian Standard AS 4970 Protection of trees on development sites are adopted and implemented.
PO38 Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts.	**E38** No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.
PO39 All development works including the transportation of material to and from the site are managed to not negatively impact the existing road network, the amenity of the surrounding area or the streetscape. Note - A Traffic Management Plan may be required to demonstrate compliance with this PO. A Traffic Management Plan is to be prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Note - A haulage route must be identified and approved by Council where imported or exported material is transported to the site via a road of Local Collector standard or less, and: a. the aggregate volume of imported or exported material is greater than 1000m^3; or	**E39.1** Construction traffic including contractor car parking is controlled in accordance with a traffic management plan, prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to ensure all traffic movements to and from the site are safe.
	E39.2 All contractor car parking is either provided on the development site, or on an alternative site in the general locality which has been set aside for car parking. Contractor vehicles are generally not to be parked in existing roads.
	E39.3

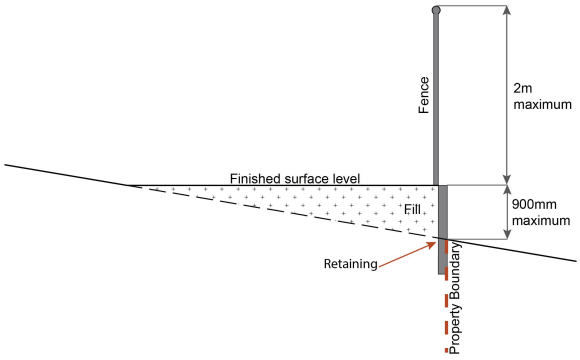
b. the aggregate volume of imported or exported material is greater than 200m^3 per day; or c. the proposed haulage route involves a vulnerable land use or shopping centre. Note - A dilapidation report (including photographs) may be required for the haulage route to demonstrate compliance with this PO. Editor's note - Where associated with a State-controlled road , further requirements may apply, and approval may be required from the Department of Transport and Main Roads.	Any material dropped, deposited or spilled on the roads as a result of construction processes associated with the site are to be cleaned at all times. **E39.4** Construction traffic to and from the development site uses the highest classification streets or roads where a choice of access routes is available. Haul routes for the transport of imported or spoil material and gravel pavement material along Council roads below sub-arterial standard must be approved routes. Note - The road hierarchy is mapped on Overlay map - Road hierarchy. Note - A dilapidation report may be required to demonstrate compliance with this E. **E39.5** Where works are carried out in existing roads, the works must be undertaken so that the existing roads are maintained in a safe and useable condition. Practical access for residents, visitors and services (including postal deliveries and refuse collection) is retained to existing lots during the construction period and after completion of the works. Note - A traffic control plan prepared in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) will be required for any works that will affect access, traffic movements or traffic safety in existing roads. **E39.6** Access to the development site is obtained via an existing lawful access point.
PO40 All disturbed areas are to be progressively stabilised and the entire site rehabilitated and substantially stabilised at the completion of construction. Note - Refer to Planning scheme policy - Integrated design for details and examples.	**E40** At completion of construction all disturbed areas of the site are to be: a. topsoiled with a minimum compacted thickness of fifty (50) millimetres; b. stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques. Note - These areas are to be maintained during any maintenance period to maximise grass coverage.

PO41 Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas. Note - A site specific Erosion and Sediment Control Plan (ESCP) will be required to demonstrate compliance with this PO. An Erosion and Sediment Control Plan is to be prepared in accordance with Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design (Appendix C).	**E41** Soil disturbances are staged into manageable areas of not greater than 3.5 ha.
PO42 The clearing of vegetation on-site: a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. Note - No burning of cleared vegetation is permitted.	**E42.1** All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works. Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works. **E42.2** Disposal of materials is managed in one or more of the following ways: a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site. Note - The chipped vegetation must be stored in an approved location.
PO43 All development works are carried out at times which minimise noise impacts to residents.	**E43** All development works are carried out within the following times: a. Monday to Saturday (other than public holidays) between 6:30am and 6:30pm on the same day; b. no work is to be carried out on Sundays or public holidays. Note - Work outside the above hours may be approved (in writing) where it can be demonstrated that the work will not cause significant inconvenience or disruption to the public, or the work is unlikely to cause annoyance or inconvenience to occupants of adjacent properties.

PO44 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 to be carried with the development and at no cost to Council.	No example provided.
Earthworks	
PO45 On-site earthworks are designed to consider the visual and amenity impact as they relate to: a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fills and soil contamination that may exist on-site; g. the stability and maintenance of steep slopes and batters; h. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)	**E45.1** All cut and fill batters are provided with appropriate scour, erosion protection and run-off control measures including catch drains at the top of batters and lined batter drains as necessary.
	E45.2 Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep slopes and batters.
	E45.3 All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.
	E45.4 All filling or excavation is contained within the site and is free draining.
	E45.5 All fill placed on-site is: a. limited to that area necessary for the approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste, actual acid sulfate soils, potential acid sulfate soils or contaminated material etc.).
	E45.6 The site is prepared and the fill placed on-site in accordance with AS3798.

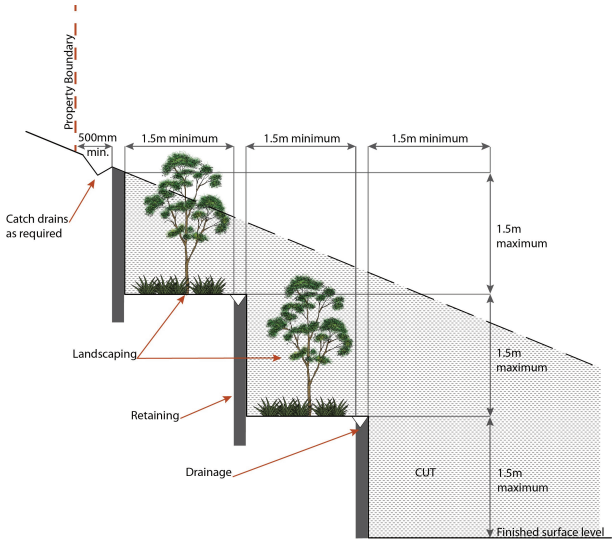
	Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
	E45.7 Inspection and certification of steep slopes and batters may be required by a suitably qualified and experienced RPEQ.
PO46 Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area.	**E46** Any embankments more than 1.5 metres in height are stepped, terraced and landscaped. **Figure - Embankment** 
PO47 Filling or excavation is undertaken in a manner that: a. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land; b. does not preclude reasonable access to a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land for monitoring, maintenance or replacement purposes. Note - Public sector entity is defined in Schedule 2 of the Act.	**E47.1** No earthworks are undertaken in an easement issued in favour of Council or a public sector entity. Note - Public sector entity is defined in Schedule 2 of the Act.
	E47.2 Earthworks that would result in any of the following are not carried out on-site: a. a reduction in cover over the Council or public sector entity maintained service to less than 600mm; b. an increase in finished surface grade over, or within 1.5m on each side of, the Council or public sector entity maintained infrastructure above that which existed prior to the earthworks being undertaken; and c. prevent reasonable access to Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the site for monitoring, maintenance or replacement purposes.

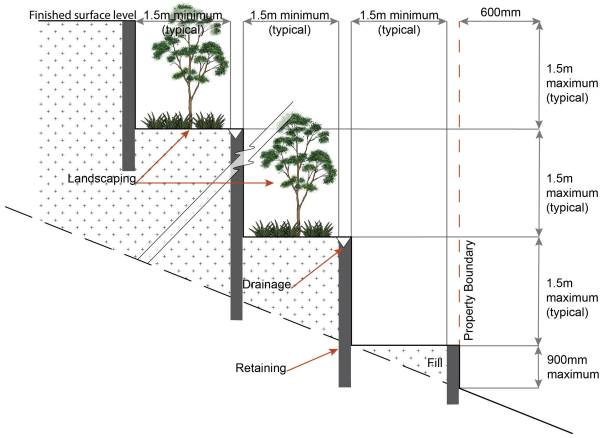
	Note - Public sector entity is defined in Schedule 2 of the Act. Note - All building work covered by QDC MP1.4 is excluded from this provision.
PO48 Filling or excavation does not cause any adverse impacts on utility services or on-site effluent disposal areas.	**E48.1** The area subject to filling or excavation does not contain any utility services.
	E48.2 The distance between the top water level of a private dam and the irrigation area of a household sewage treatment plant (secondary treatment) is 30.0 metres.
	E48.3 The distance between the top water level of a private dam and the irrigation area of a septic trench (primary treatment) is 50.0 metres. Note - Refer to the Water Quality Vision and Objectives contained in the Seqwater Development Guidelines: Development Guidelines for Water Quality Management in Drinking Water Catchments 2017 where contained within water resource area and water supply buffer area.
PO49 Filling or excavation does not result in land instability. Note - Steep slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.	No example provided.
PO50 Filling or excavation does not result in a. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; b. increased flood inundation outside the site; c. any reduction in the flood storage capacity in the floodway; d. any clearing of native vegetation. Note - To demonstrate compliance with this outcome, Planning scheme policy - Stormwater management provides guidance on the preparation of a site based stormwater management plan by a suitably qualified professional. Refer to Planning scheme	No example provided.

policy - Integrated design for guidance on infrastructure design and modelling requirements..	
PO51 Filling or excavation on the development site is undertaken in a manner which does not create or accentuate problems associated with stormwater flows and drainage systems on land adjoining the site.	**E51** Filling and excavation undertaken on the development site are shaped in a manner which does not: a. prevent stormwater surface flow which, prior to commencement of the earthworks, passed onto the development site, from entering the land; or b. redirect stormwater surface flow away from existing flow paths; or c. divert stormwater surface flow onto adjacent land, (other than a road), in a manner which: i. concentrates the flow; or ii. increases the flow rate of stormwater over the affected section of the adjacent land above the situation which existed prior to the diversion; or iii. causes actionable nuisance to any person, property or premises.
PO52 All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve compliance with this performance outcome.	**E52** Earth retaining structures: a. are not constructed of boulder rocks or timber; b. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;  c. where height is greater than 900mm but no greater than 1.5m, are to be setback at least the

equivalent height of the retaining structure from any property boundary;

d. where height is greater than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained as shown below.





Fire Services

Note - The provisions under this heading only apply if:

a. the development is for, or incorporates:

i. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
ii. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or

iii. material change of use for a Tourist park[84] with accommodation in the form of caravans or tents; or

iv. material change of use for outdoor sales[54], outdoor processing or outdoor storage where involving combustible materials.

AND

b. none of the following exceptions apply:

i. the distributor-retailer for the area has indicated, in its netserv plan, that the premises will not be served by that entity's reticulated water supply; or

ii. every part of the development site is within 60m walking distance of an existing fire hydrant on the distributor-retailer's reticulated water supply network, measured around all obstructions, either on or adjacent to the site.

Note - The provisions under this heading do not apply to buildings that are required by the Building Code of Australia to have a fire hydrant system complying with Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations or other fire fighting facilities which provide equivalent protection.

PO53 Development incorporates a fire fighting system that: a. satisfies the reasonable needs of the fire fighting entity for the area; b. is appropriate for the size, shape and topography of the development and its surrounds; c. is compatible with the operational equipment available to the fire fighting entity for the area; d. considers the fire hazard inherent in the materials comprising the development and their proximity to one another; e. considers the fire hazard inherent in the surrounds to the development site; f. is maintained in effective operating order. Note - The Queensland Fire and Emergency Services is the entity currently providing the fire fighting function for the urban areas of the Moreton Bay Region.	**E53.1** External fire hydrant facilities are provided on site to the standard prescribed under the relevant parts of *Australian Standard AS 2419.1 (2005) – Fire Hydrant Installations*. Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable: a. in regard to the form of any fire hydrant - Part 8.5 and Part 3.2.2.1, with the exception that for Tourist parks[84] or development comprised solely of dwellings and their associated outbuildings, single outlet above-ground hydrants or suitably signposted in-ground hydrants would be an acceptable alternative; b. in regard to the general locational requirements for fire hydrants - Part 3.2.2.2 (a), (e), (f), (g) and (h) as well as Appendix B of AS 2419.1 (2005); c. in regard to the proximity of hydrants to buildings and other facilities - Part 3.2.2.2 (b), (c) and (d), with the exception that: i. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings; ii. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans; iii. for outdoor sales[54], processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales[54], outdoor processing and outdoor storage facilities; d. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.
	E53.2

	A continuous path of travel having the following characteristics is provided between the vehicle access point to the site and each external fire hydrant and hydrant booster point on the land: a. an unobstructed width of no less than 3.5m; b. an unobstructed height of no less than 4.8m; c. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance; d. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
	E53.3 On-site fire hydrant facilities are maintained in effective operating order in a manner prescribed in *Australian Standard AS1851 (2012) – Routine service of fire protection systems and equipment*.
PO54 On-site fire hydrants that are external to buildings, as well as the available fire fighting appliance access routes to those hydrants, can be readily identified at all times from, or at, the vehicular entry point to the development site.	**E54** For development that contains on-site fire hydrants external to buildings: a. those external hydrants can be seen from the vehicular entry point to the site; or b. a sign identifying the following is provided at the vehicular entry point to the site: i. the overall layout of the development (to scale); ii. internal road names (where used); iii. all communal facilities (where provided); iv. the reception area and on-site manager's office (where provided); v. external hydrants and hydrant booster points; vi. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points. Note - The sign prescribed above, and the graphics used are to be: a. in a form;

	b. of a size; c. illuminated to a level; which allows the information on the sign to be readily understood, at all times, by a person in a fire fighting appliance up to 4.5m from the sign.
PO55 Each on-site fire hydrant that is external to a building is signposted in a way that enables it to be readily identified at all times by the occupants of any firefighting appliance traversing the development site.	**E55** For development that contains on-site fire hydrants external to buildings, those hydrants are identified by way of marker posts and raised reflective pavement markers in the manner prescribed in the technical note *Fire hydrant indication system* produced by the Queensland Department of Transport and Main Roads. Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.
Use specific criteria	
Dwelling houseCould not findID-2693465-5150 - Secondary dwelling	
PO56 Secondary dwellings: a. are subordinate and ancillary to the primary dwelling in size and function; b. are not larger than 100m^2 GFA; c. have the appearance, bulk and scale of a single dwelling from the street; d. maintain sufficient area for the siting of all buildings, structures, landscaping and car parking spaces for the Dwelling houseCould not findID-2693465-5150 on-site.	**E56.1** The siting and design of dwellings ensures that the secondary dwelling is: a. not located in front of the primary dwelling; b. annexed to (adjoining, below or above) or located within 50m of the primary dwelling (excluding domestic outbuildings); c. accessed from the existing driveway giving access to the dwelling house. Note - The requirements to locate a Secondary dwelling within 50m of the primary dwelling is measured from the outermost projection of the primary dwelling (being the main house, excluding the domestic outbuildings) to the outermost projection of the Secondary dwelling.
	E56.2 No more than 1 secondary dwelling is located on an allotment.
	E56.3 The GFA of the secondary dwelling does not exceed 100m^2

Dwelling houseCould not findID-2693465-5150 - Domestic outbuildings	
PO57 Domestic outbuildings and car ports are: a. of a height that does not negatively impact the visual amenity of adjoining properties; b. located on-site to not dominate the streetscape.	**E57** Domestic outbuildings: a. have a combined maximum roofed area as outlined in the table below: **Size of lot** / **Max Roofed Area** Less than 600m^2 / 50m^2 600m^2 - 1000m^2 / 70m^2 >1000m^2 - 2000m^2 / 80m^2 Greater than 2000m^2 / 150m^2 b. have a maximum building height of 4m and a mean height not exceeding 3.5m; c. are located within the main building line and not within primary or secondary frontage.
Home based business[35]	
PO58 The Home based business(s)[35]: a. is subordinate in size and function to the primary use on the site being a permanent residence; b. are of a scale and intensity that does not result in adverse visual or nuisance impacts on the residents in adjoining or nearby dwellings; c. store no more heavy vehicles, trailer and motor vehicles on-site than follows: i. 1 heavy vehicle; i. 1 trailer; ii. Up to 3 motor vehicles. d. results in a vehicular and pedestrian traffic generation consistent with that reasonably expected in the surrounding low density, low built form and open area character and amenity anticipated in the area;	**E58.1** The Home based business(s)[35], including any storage, are fully enclosed within a dwelling or on-site structure. **E58.2** Up to 2 additional non-resident , either employees or customers, are permitted on the site at any one time, except where involving the use of heavy vehicles, where no employees are permitted. Note - This provision does not apply to Bed and Breakfast or farmstay business. **E58.3** The maximum number of heavy vehicles, trailer and motor vehicles stored on-site is as follows: a. 1 heavy vehicle; b. 1 trailer; c. Up to 3 motor vehicles.

e. are suitably screened to ensure adverse visual impacts on the residents in adjoining or nearby dwellings are minimised; f. sufficiently separated from adjoining properties so development does not result in adverse visual, noise, or nuisance impacts on adjoining residents.	Note - The car parking provision associated with the Dwelling houseCould not findID-2693465-5150 is in addition to this requirement. Note - The number of motor vehicles stated is in addition to motor vehicles associated with a Dwelling houseCould not findID-2693465-5150.
	E58.4 Vehicle parking areas, vehicle standing areas and outdoor storage areas of plant and equipment are screened from adjoining sites by either planting, wall(s), fence(s) or a combination at least 1.8m in height along the length of those areas. Note - Planting for screening is to have a minimum depth of 3m.
	E58.5 Heavy vehicle storage buildings, parking areas and standing areas are setback a minimum of 30m from all property boundaries.
	E58.6 The maximum total use area is 100m^2.
PO59 The hours of operation for Home based business(s)[(35)] are managed so that the activity does not adversely impact on the low intensity character and amenity anticipated in the area.	**E59** Hours of operation to be restricted to 8:00am to 6:00pm Monday to Saturday, and are not open to the public on Sundays, Christmas Day, Good Friday or Anzac Day, except for: a. bed and breakfast or farm stay business which may operate on a 24 hour basis; b. office or administrative activities that do not generate non-residents visiting the site such as book keeping and computer work; c. starting and warming up of heavy vehicles, which can commence at 7.00am.
PO60 The Home based business(s)[(35)] does not result in: a. an adverse visual, odour, particle drift or noise nuisance impact on the residents in adjoining or nearby dwellings;	**E60.1** The use does not involve heavy vehicle servicing or major repairs, including spray painting or panel.
	E60.2

b. an adverse impact upon the low intensity and open area character and amenity anticipated in the locality; c. the establishment of vehicle servicing or major repairs, spray painting, panel beating or any environmentally relevant activity (ERA).	Home based business(s)[35] do not comprise an environmentally relevant activity (ERA) as defined in the Environmental Protection Regulation 2008.
	E60.3 Activities associated with the use do not cause a nuisance by way of aerosols, fumes, light, noise, odour, particles or smoke. Note - Nuisance is defined in the Environmental Protection Act 1994.
PO61 On-site display and sales of goods is limited to the activities being undertaken from the site and does not result in: a. the display and sale of goods being viewed from outside of the site; b. overall development on the site having a predominantly commercial appearance.	**E61.1** Only goods grown, produced or manufactured on-site are sold from the site.
	E61.2 Display of goods grown, produced or manufactured on-site are contained within a dwelling or on-site structure and the display of goods is not visible from the boundary of the site.
PO62 Bed and breakfast and farmstays are of a size and scale that: a. are consistent with the low intensity, open area character and amenity of the rural residential area; b. ensures acceptable levels of privacy and amenity for the residents in adjoining or nearby dwellings.	**E62** For bed and breakfast and farmstays- a. Short-term accommodation[77] is provided in the Dwelling houseCould not findID-2693465-5150 of the accommodation operator; b. maximum 4 bedrooms are provided for a maximum of 10 guests; c. meals are served to paying guests only; d. rooms do not contain food preparation facilities.
Major electricity infrastructure[43], Substation[80] and Utility installation[86]	
PO63 The development does not have an adverse impact on the visual amenity of a locality and is: a. high quality design and construction; b. visually integrated with the surrounding area; c. not visually dominant or intrusive;	**E63.1** Development is designed to minimise surrounding land use conflicts by ensuring infrastructure, buildings, structures and other equipment: a. are enclosed within buildings or structures; b. are located behind the main building line;

d. located behind the main building line; e. below the level of the predominant tree canopy or the level of the surrounding buildings and structures; f. camouflaged through the use of colours and materials which blend into the landscape; g. treated to eliminate glare and reflectivity; h. landscaped; i. otherwise consistent with the amenity and character of the zone and surrounding area.	c. have a similar height, bulk and scale to the surrounding fabric; d. have horizontal and vertical articulation applied to all exterior walls. **E63.2** A minimum 3m wide strip of dense planting is provided around the outside of the fenced area, between the development and street frontage, side and rear boundaries.
PO64 Infrastructure does not have an impact on pedestrian health and safety.	**E64** Access control arrangements: a. do not create dead-ends or dark alleyways adjacent to the infrastructure; b. minimise the number and width of crossovers and entry points; c. provide safe vehicular access to the site; d. do not utilise barbed wire or razor wire.
PO65 All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: a. generates no audible sound at the site boundaries where in a residential setting; or b. meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.	**E65** All equipment which produces audible or non-audible sound is housed within a fully enclosed building incorporating sound control measures sufficient to ensure noise emissions meet the objectives as set out in the Environmental Protection (Noise) Policy 2008.
Non-resident workforce accommodation[(52)]	
PO66 Development associated with Non-resident workforce accommodation[(52)]: a. provides accommodation for rural workers only and is not advertised or used for the purpose of accommodating general travellers or tourists; b. is not, or does not act, as a permanent place of residence for persons where a typical period of time does not exceed 3 consecutive months; c. is of a size, scale, intensity and design that minimises the potential for adverse noise, visual, privacy and traffic impacts on adjoining or nearby residents;	No example provided.

d. is of a size, scale, intensity and design that is consistent with the low intensity, low-set built form and open area character and amenity anticipated for the area; e. provides suitable open space, buildings and facilities that meet the recreational, social and amenity needs of people staying on-site; f. provides landscape buffer along adjoining property boundaries to fully screen activities occurring on the site.	
Roadside stall[(68)]	
PO67 A Roadside stall[(68)]: a. comprises only one Roadside stall[(68)] per property; b. only offers goods grown, produced or manufactured on the site; c. is of a size and in a location that will not result in nuisance, or have a significant adverse impact on the amenity, for residents on adjoining and surrounding properties; d. is designed and located to ensure safe and accessible access, egress and on-site parking and not negatively impact the road network.	**E67.1** For a Roadside stall[(68)]: a. no more than one Roadside stall[(68)] per property; b. goods offered for sale are only goods grown, produced or manufactured on the site; c. the maximum area associated with a Roadside stall[(68)], including any larger separate items displayed for sale, does not exceed 20m^2. **E67.2** Roadside stall[(68)]: a. obtains vehicle access from a road classified as an arterial or sub-arterial; b. provide car parking for 2 vehicles off the road carriage and located on the property; c. is located no closer than 100m from an intersection. Note - Refer to Overlay map - Road hierarchy for road classification.
Rural industry[(70)]	
PO68 Rural industry[(70)]:	No example provided.

a. adopt construction materials and use of colour for buildings and structures are visually compatible with the rural residential character and amenity; b. is of a size, scale and design that is not visually dominant, overbearing and inconsistent with the low intensity built form and open area character and amenity of the rural residential environment.	
Sales office[72]	
PO69 Sales office[72] remain temporary in duration and retain a physical connection to land or building being displayed or sold.	**E69** Development is carried out for no longer than 2 years.
Wholesale nursery[89]	
PO70 Buildings and activities associated with a Wholesale nursery[89]: a. ensure the propagation of plants, whether or not in the open, occur without loss of amenity to adjacent properties; b. do not result in any form of environmental degradation, including, but not limited to, soil degradation, pollution of natural water courses and introduction of exotic plant species into the natural on-site or adjoining flora; c. are landscaped, fenced and screened in a manner to reduce the visual appear of buildings, structures, storage and parking areas; d. have vehicle access from a road classified as a arterial or sub-arterial. Note - Refer to Overlay map - Road hierarchy for road classification.	No example provided.
Veterinary services[87]	
PO71 Buildings and activities associated with Veterinary services[87]:	No example provided.

a. are for veterinary care, surgery and treatment of animals only; b. are landscaped, fenced and screened in a manner to reduce the visual appear of buildings, structures, storage and parking areas; c. have vehicle access from a road classified as a arterial or sub-arterial. Note - Refer to Overlay map - Road hierarchy for road classification.	
Winery(90)	
PO72 Buildings and activities associated with Winery(90): a. are for a Winery(90) and ancillary activities only. Uses not affiliated with Winery(90) activities, or the sale of products produced or manufactured on-site, are avoided; b. are landscaped, fenced and screened in a manner to reduce the visual appear of buildings, structures, storage and parking areas; c. have vehicle access from a road classified as a arterial or sub-arterial. Note - Refer to Overlay map - Road hierarchy for road classification.	No example provided.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan or conditions of approval) the identified value or constraint under this planning scheme.	
Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following assessment criteria apply) Note - To demonstrate achievement of the performance outcome, an Acid sulfate soils (ASS) investigation report and soil management plan is prepared by a qualified engineer. Guidance for the preparation an ASS investigation report and soil management plan is provided in Planning scheme policy - Acid sulfate soils.	
PO73	**E73** Development does not involve:

Development avoids disturbing acid sulfate soils. Where development disturbs acid sulfate soils, development: a. is managed to avoid or minimise the release of surface or groundwater flows containing acid and metal contaminants into the environment; b. protects the environmental and ecological values and health of receiving waters; c. protects buildings and infrastructure from the effects of acid sulfate soils.	a. excavation or otherwise removing of more than 100m^3 of soil or sediment where below than 5m Australian Height datum AHD; or b. filling of land of more than 500m^3 of material with an average depth of 0.5m or greater where below the 5m Australian Height datum AHD.
Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply) Note - To demonstrate achievement of the performance outcomes, a bushfire management plan is prepared by a suitably qualified person. Guidance for the preparation of a bushfire management plan is provided in Planning scheme policy – Bushfire prone areas.	
PO74 Development: a. minimises the number of buildings and people working and living on a site exposed to bushfire risk; b. ensures the protection of life during the passage of a fire front; c. is located and designed to increase the chance of survival of buildings and structures during a bushfire; d. minimises bushfire risk from build up of fuels around buildings and structures.	**E74** Buildings and structures have contained within the site: a. a separation from classified vegetation of 20m or the distance required to achieve a bushfire attack level (BAL) at the building, roofed structure or fire fighting water supply of no more than 29, whichever is the greater; b. A separation from low threat vegetation of 10m or the distance required to achieve a bushfire attack level (BAL) at the building, roofed structure or fire fighting water supply of no more than 29, whichever is the greater; c. A separation of no less than 10m between a fire fighting water supply extraction point and any classified vegetation, buildings and other roofed structures; d. An area suitable for a standard fire fighting appliance to stand within 3m of a fire fighting water supply extraction point; and e. An access path suitable for use by a standard fire fighting applicant having a formed width of at least 4m, a cross-fall of no greater than 5%, and a longitudinal gradient of no greater than 25%: i. To, and around, each building and other roofed structure; and ii. To each fire fighting water supply extraction point.

	Note - The meaning of the terms classified vegetation and low threat vegetation as well as the method of calculating the bushfire attach level are as described in Australian Standard AS 3959.
PO75 Development and associated driveways and access ways: a. avoid potential for entrapment during a bushfire; b. ensure safe and effective access for emergency services during a bushfire; c. enable safe evacuation for occupants of a site during a bushfire.	**E75** A length of driveway: a. to a road does not exceed 100m between the most distant part of a building used for any purpose other than storage and the nearest part of a public road; b. has a maximum gradient no greater than 12.5%; c. have a minimum width of 3.5m; d. accommodate turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guideline.
PO76 Development provides an adequate water supply for fire-fighting purposes.	**E76** a. A reticulated water supply is provided by a distributer retailer for the area or, where not connected to a reticulated water supply, on-site fire fighting water storage containing not less than 10,000 litres (tanks with fire brigade tank fittings, swimming pools) is provided and located within 10m of buildings and structures. b. Where not connected to a reticulated water supply or a pressure and flow stated above is not available, on-site fire fighting water storage containing not less than 10 000 litres (tanks with fire brigade tank fittings, swimming pools) is located within 10m of buildings and structures. c. Where a swimming pool is the nominated on-site fire fighting water storage source, vehicle access is provided to within 3m of that water storage source. d. Where a tank is the nominated on-site fire fighting water storage source, it includes: i. a hardstand area allowing medium rigid vehicles (15 tonne fire appliance) access within 6m of the tank; ii. fire brigade tank fittings, comprising 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines.
PO77 Development:	**E77** Development does not involve the manufacture or storage of hazardous chemicals.

a. does not present unacceptable risk to people or environment due to the impact of bushfire on dangerous goods or combustible liquids; b. does not present danger or difficulty to emergency services for emergency response or evacuation. Editor's note - Unacceptable risk is defined as a situation where people or property are exposed to a predictable hazard event that may result in serious injury, loss of life, failure of community infrastructure, or property damage.	
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - To assist in demonstrating achievement of heritage performance outcomes, a heritage impact assessment report prepared by a suitably qualified person verifying the proposed development is in accordance with The Australia ICOMOS Burra Charter. Note - Places, including sites, objects and buildings having local cultural heritage significance, are identified on Overlay map - Heritage and landscape character and listed in Schedule 1 of Planning scheme policy - Heritage and landscape character. Places also having cultural heritage significance at a State level and being entered in the Queensland Heritage Register, are also identified in Schedule 1 of Planning scheme policy - Heritage and landscape character.	
PO78 Development will: a. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building; b. protect the fabric and setting of the heritage site, object or building; c. be consistent with the form, scale and style of the heritage site, object or building; d. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes; e. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building; f. retain public access where this is currently provided.	**E78** Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value. Note - A Cultural heritage conservation management plan for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value is prepared in accordance with Planning scheme policy – Heritage and landscape character. The plan is sent to, and approved by Council prior to the commencement of any preservation, maintenance, repair and restoration works.
Infrastructure buffer areas (refer Overlay map – Infrastructure buffers to determine if the following assessment criteria apply)	
PO79 Development within a High voltage electricity line buffer: a. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields;	**E79** Except where located on an approved Neighbourhood development plan, development does not involve the construction of any buildings or structures within a high voltage electricity line buffer.

b. is located and designed in a manner that maintains a high level of security of supply; c. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.	
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO80 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure.	No example provided.
PO81 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	No example provided.
PO82 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure.	No example provided.

Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	
PO83 Development ensures that public safety and the risk to the environment are not adversely affected by a detrimental impact of overland flow on a hazardous chemical located or stored on the premises.	**E83** Development ensures that a hazardous chemical is not located or stored in an Overland flow path area. Note - Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.
PO84 Development ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E84** Development ensures overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO85 Development ensures that inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E85.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E85.2** Development ensures that inter-allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO86 Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one premises; c. inter-allotment drainage infrastructure.	No example provided.

Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park[57]	
PO87 Development for a Park[57] ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E87** 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.

7.2.3.7 Reconfiguring a lot code

7.2.3.7.1 Application - Caboolture west local plan - Reconfiguring a lot

This code applies to undertaking development for Reconfiguring a lot and associated Operational works in the Caboolture west local plan area, if:

1. the development has been categorised as assessable development - code assessment, and this code is identified as applicable to that development in the assessment benchmarks for assessable development (Part 5);

2. the development has been categorised as assessable development - impact assessment (Part 5).

For assessable development for this Code:

1. Part A of the code applies only to assessable development in the Urban living precinct;

2. Part B of the code applies only to assessable development in Town centre precinct;

3. Part C of the code applies only to assessable development in the Enterprise and employment precinct;

4. Part D of the code applies only to assessable development in the Green network precinct;

5. Part E of the code applies only to assessable development in the Rural living precinct.

When using this code, reference should be made to section 5.3.1 'Process for determining the category of development and category of assessment for assessable development' and, where applicable, section 5.3.2 'Determining the category of development and category of assessment'.

7.2.3.7.2 Purpose - Caboolture west local plan - Reconfiguring a lot

1. The purpose of the Reconfiguring a lot code is to facilitate and manage the outcomes of development for reconfiguring a lot.

2. The purpose of the code will be achieved through the following overall outcomes:

    a. Reconfiguring a lot creates a diversity of lot sizes, dimensions and arrangements consistent with the intended densities, uses, configurations and character of the applicable precinct and sub-precinct while not adversely impacting on lawful uses, values or constraints present.

    b. Reconfiguring a lot provides a variety and arrangement of lots for lawful uses consistent with the uses, precinct, zone and local plan outcomes applicable to the land and that meet the provisions of the planning scheme.

    c. Reconfiguring a lot delivers the social, cultural and recreational needs of the community by ensuring:

        i. lot sizes and configurations to deliver a range of affordable housing opportunities consistent with precinct and sub-precinct outcomes;

        ii. accessible commercial and local employment opportunities;

        iii. Park[(57)] and open space areas of an appropriate size, design and location to meet the needs of users that are located within walking distance to all residential lots;

iv. lot layout and design that contributes to a high standard of visual and physical amenity and incorporates crime prevention through environmental design (CPTED) principles;

v. for the creation of a sense of place commensurate with the intents for the applicable precinct and sub-precinct.

d. Reconfiguring a lot creates a lot design and orientation that enables building design appropriate for the local climate and conditions.

e. Reconfiguring a lot identifies development footprints on a plan of development, where necessary, to ensure that future development on proposed lots is:

i. free from development constraints and adverse impacts on natural values.

ii. consistent with the relevant usable areas of private open space, car parking spaces, site cover and the like are provided on each lot with built form controls to ensure a streetscape and character consistent with the relevant precinct and sub-precinct for the area.

f. Reconfiguring a lot is sensitive to, and mitigates any adverse impacts on; natural hazard, local topography and landforms, natural ecosystems including significant vegetation and local fauna habitat, cultural heritage values, existing character, outlooks and local landmarks identified in the planning scheme as needing protection and/or consideration.

g. Reconfiguring a lot recognises and responds to the presence of major infrastructure and does not undermine the viability, integrity, operation, maintenance or safety of major infrastructure.

h. Reconfiguring a lot does not result in development encroaching upon and constraining the safe and efficient operation of existing or approved infrastructure, utilities, industrial uses, or major sport, recreational and entertainment facilities.

i. Reconfiguring a lot will result in:

i. infrastructure services that meet the minimum standard of the service provider being supplied to all lots in a safe, efficient, co-ordinated and sequenced manner which minimises whole of life cycle costs and is sensitive to the environment they are located in;

ii. stormwater infrastructure designed to protect people, property, the built environment and the natural environment in an efficient and cost effective manner;

iii. a street system designed to provide well-connected, safe and convenient movement and open space networks through interconnected streets and active transport linkages that provide high levels of accessibility between residences, open space areas and places of activity;

iv. the establishment and protection of appropriate separation and setbacks from waterways and wetlands;

v. the provision and maintenance of important connections to surrounding transit nodes, community facilities and centres.

j. Reconfiguring a lot avoids areas subject to environmental constraints and 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;

k. Reconfiguring a lot, Operational works associated with the Reconfiguring a lot, and the uses expected to occur as a result of 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 on the severity of overland flow and potential for damage on the premises or to a surrounding property.

l. General works associated with the development achieves the following:

i. new development is provided with a high standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity (underground whenever possible), water and sewerage (where available);

ii. the development manages stormwater to:

A. ensure the discharge of stormwater does not adversely affect the quality, environmental values, or ecosystem functions of downstream receiving waters;

B. prevent stormwater contamination and the release of pollutants;

C. maintain or improve the structure and condition of drainage lines and riparian areas;

D. avoid off-site adverse impacts from stormwater.

iii. the development does not result in unacceptable impacts on the capacity and safety of the external road network;

iv. the development ensures the safety, efficiency and usability of access ways and parking areas;

v. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.

7.2.3.7.1 Urban living precinct

7.2.3.7.1.1 Application - Reconfiguring a lot code - Urban living precinct

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 Caboolture West local plan - Urban living precinct, 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 7.2.3.7 - Reconfiguring a lot code and the following additional Caboolture West local plan - Urban living precinct specific overall outcomes:

    a. Reconfiguring a lot is in accordance with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan.

    b. Reconfiguring a lot where not creating developed lots does not further fragment land or prevent future development for urban purposes.

    c. Reconfiguring a lot achieves a variety of lot sizes and a net residential density of between 10-30 lots per hectare.

    d. Reconfiguring a lot achieves a diversity of lot sizes to accommodate the intended mix of housing types within and outside 400 metres walking distance of local centres and transit stops identified in a Neighbourhood development plan under the Caboolture West local plan - Next generation sub-precinct overall outcomes in Part 7.

    e. A diversity of different lots are distributed throughout neighbourhoods avoiding large concentrations of lots with similar dimensions, to provide:

        i. a mix of lots that can support a diversity of dwelling types, sizes and forms;

        ii. varied and interesting streetscapes with a noticeable variation of frontage widths when observed from the street;

        iii. opportunities for visual and open space breaks between buildings on narrow lots at regular intervals along the street;

            Note - Narrow lots are those with a primary frontage width of 12.5 metres or less, or types A, B or C in 'Table 7.2.3.7.1.3 - Lot Types'.

        iv. space for street tree planting and minimising conflicts between vehicle access and on-street parking.

    f. Reconfiguring a lot achieves neighbourhoods that are designed to provide well-connected, safe and convenient movement and open space networks through interconnected streets and active transport linkages that provide high levels of accessibility between residences, open space areas and places of activity.

    g. Development that has an interface to the Rural or Rural residential zones provides buffers and a transition in development intensity at the interface to preserve the very low density character and amenity of these existing communities.

    h. Reconfiguring a lot provides new tree planting that creates shade and comfort for walking and cycling, reduces urban heat and enhances amenity.

    i. Reconfiguring a lot achieves the purpose and overall outcomes of the Urban living precinct and sub-precinct outcomes as identified in Part 7.

7.2.3.7.1.2 Requirement for assessment

Part A - Criteria for assessable development - Reconfiguring a lot code - Urban living precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part A, Table 7.2.3.7.1.1 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 7.2.3.7.1.1 Requirements for assessable development - Reconfiguring a lot code - Urban living precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
Where creating developable lots	
Lot size and design	
PO1 Reconfiguring a lot is limited to realigning boundaries and does not result in additional lots.	No example provided.
Boundary realignment	
PO2 Boundary realignments do not result in the: a. creation of additional lots b. fragmentation or alienation of the land or result in the loss of land for future urban purposes; c. delay the use of the land for urban purposes; d. adverse impacts on the quality and integrity of any identifiable biodiversity and ecological values; e. existing land uses on-site becoming non-compliant with planning scheme requirements due to: i. lot size; ii. parking requirements; iii. servicing; iv. dependant elements of an existing or approved land use being separately titled.	No example provided.

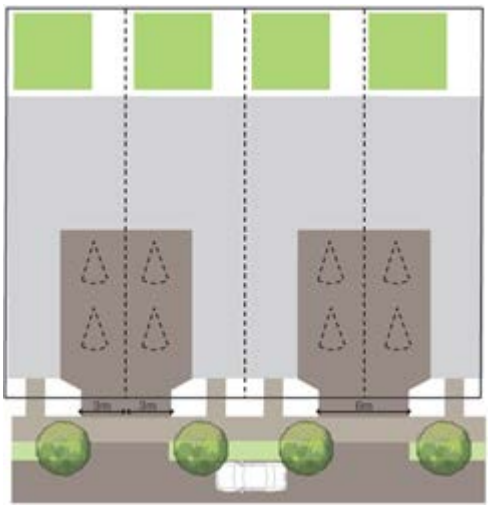
Note - An example may include but are not limited to where a Dwelling house[(22)] includes a secondary dwelling or associated outbuildings, they cannot be separately titled as they are dependent on the Dwelling house[(22)] use.	
Where within an approved Neighbourhood development plan and creating developed lots	
General	
PO3 Reconfiguring a lot is designed to be consistent with the relevant approved Neighbourhood development plan having regard to supporting: a. land uses consistent with the relevant precinct and sub-precincts; and b. the delivery of infrastructure to support functional and well serviced residential neighbourhoods, centres and neighbourhood hubs, community activities, open space recreation places and environmentally significant areas.	No example provided.
Net residential density	
PO4 Reconfiguring a lot achieves a net residential density of between 10 - 30 lots per hectare creating a diverse low - medium density neighbourhood character.	No example provided.
Lot design, mix and location - Next generation sub-precinct	
PO5 Lots have an area, shape and dimension sufficient to accommodate: a. the built form intended within and outside 400 metres walking distance of local centres and transit stops identified in a Neighbourhood development plan under the Caboolture West local plan - Next generation sub-precinct overall outcomes in Part 7; b. all domestic outbuildings and possible on-site serving requirements (e.g on-site waste disposal); c. areas for car parking, vehicular access and manoeuvring; d. areas for usable and practical private open space and landscaping.	**E5.1** Lot dimensions (excluding any access handles) comply with: a. where within 400 metres walking distance of local centres or transit stops identified in a Neighbourhood development plan, no example provided; b. where outside 400 metres walking distance of local centres and transit stops identified in a Neighbourhood development plan, Lot Types A, B, C, D, E or F in accordance with 'Table 7.2.3.7.1.3 - Lot Types'. Note - For the purpose of rear lots, frontage is the average width of the lot (excluding any access handle or easement) **E5.2**

Note - Driveway locations for each narrow lot and on-street car parking locations are nominated on a plan of development.	Lots with a primary frontage of 12.5 metres or less and an average width of 12.5 metres or less incorporate provision for built to boundary walls in accordance with the requirements of Section 9.3.1 - Dwelling house code. Note - Built to boundary walls for lots subject to E5.2 are shown on a plan of development.
PO6 Reconfiguring a lot creating more than five lots provides a diversity of lot sizes and dimensions that will: a. accommodate a diversity of dwelling types, sizes and forms; b. create varied and interesting streetscapes by providing a noticeable variation of frontage widths when observed from the street and avoiding large concentrations of lots with similar dimensions; c. ensure development supports the mix of housing options intended within and outside 400 metres walking distance of local centres and transit stops identified in a Neighbourhood development plan under the Caboolture West local plan - Next generation sub-precinct overall outcomes in Part 7. Note - Refer to the lot diversity figures below providing an example demonstrating compliance with the performance outcome.	No example provided.
Figure - Lot diversity within 400 metres walking distance of local centres and transit stops identified in a Neighbourhood development plan	

Figure - Lot diversity outside 400 metres walking distance of local centres and transit stops identified in a Neighbourhood development plan

PO7 Narrow lots are not concentrated within a single location, to: a. ensure diversity within the streetscape; b. create visual relief;	**E7.1** Lots with a primary frontage width of 7.5 metres or less are only created where they are provided with laneway access. **E7.2**

c. provide opportunities for landscaped open space to be provided between dwellings at frequent intervals along the street; d. minimise conflicts between vehicle access and on-street parking. Note - Narrow lots are those with a primary frontage width of 12.5 metres or less, or types A, B or C in 'Table 7.2.3.7.1.3 - Lot Types'. Note - Driveway locations for each narrow lot and on-street car parking locations are nominated on a plan of development.	Groupings of narrow lots are limited to: a. where not accessed via a laneway, no more than four adjoining lots with a primary frontage width of 12.5metres or less along the same street frontage; or b. where accessed via a laneway, no more than eight adjoining lots with a primary frontage width of 12.5metres or less along the same street frontage. Note - Nothing in the example prevents more than one group of adjoining lots with primary frontages of 12.5 metres or less sharing the same street frontage.
	E7.3 Development is in accordance with a Neighbourhood development plan.
PO8 Lots that facilitate medium to high density residential uses (freehold or community titles) are located in proximity to recreational opportunities, commercial and community facilities and public transport nodes.	**E8.1** Groupings of four or more adjoining lots with primary frontage widths of 9.5 metres or less are located: a. adjoining a park or directly opposite a park fronting the same street; or b. within 200 metres of a public transport stop or station; or c. within 200 metres of the Town centre precinct, a local centre sub-precinct or a neighbourhood hub (refer Overlay map - Community activities and neighbourhood hubs).
	E8.2 Lots with a site area of 800m^2 or greater are located: a. adjoining a park or directly opposite a park fronting the same street; or b. within 200 metres of a public transport stop or station; or c. within 200 metres of the Town centre precinct, a local centre sub-precinct or a neighbourhood hub (refer Overlay map - Community activities and neighbourhood hubs). Note - E8.2 does not include balance lots pending further subdivision in future stages.

PO9 N/A - This PO has been deleted.	
PO10 Provision is made for integrated construction and orderly streetscapes where narrow lots suitable for terrace and row housing are co-located. Note - Narrow lots are those with a primary frontage width of 12.5 metres or less, or types A, B or C in 'Table 7.2.3.7.1.3 - Lot Types'.	**E10** Any lot with a primary frontage width of 12.5 metres or less and an average width of 12.5 metres or less (excluding any access handle or easement) sharing a boundary with a lot where built to boundary walls are nominated to both side boundaries provides for a built to boundary wall on the shared boundary. Note - Built to boundary walls for lots with primary frontages of 12.5 metres or less are to be shown on a plan of development in accordance with the requirements of Section 9.3.1 - Dwelling house code.
PO10A Crossovers for narrow lots are located to facilitate on-street parking and street trees between driveways. Note - Narrow lots are those with a primary frontage width of 12.5 metres or less, or types A, B or C in 'Table 7.2.3.7.1.3 - Lot Types'. Note - Driveway locations for each narrow lot, on-street car parking locations and street tree planting zones for each street tree are nominated on a plan of development.	**E10A** Crossovers for lots with primary frontages of 10 metres or less are paired up with crossovers of any adjoining lots that have a primary frontage of 10 metres or less in accordance with 'Figure - Paired crossovers' below. **Figure - Paired crossovers**  Note - Driveway locations for lots with primary frontages of 12.5 metres or less are to be shown on a plan of development. Refer to Planning scheme policy - Residential design for additional guidance.
PO10B	**E10B.1** The maximum combined frontage of adjoining lots with primary frontages of 15 metres or less does not exceed 100 metres, measured along the street.

Lot layout and design enhances the amenity of neighbourhoods by providing opportunities for larger visual breaks and landscaped open space between lots, buildings and structures at frequent intervals along the street.	Editor's note - Dwellings on lots with a primary frontage of 15 metres or less have reduced side boundary setback requirements in the Queensland Development Code. Lots with a primary frontage of 12.5 metres or less also support built to boundary wall outcomes under the planning scheme.
	E10B.2 Street blocks do not exceed 200 metres in any dimension or provide the following every 150 metres of street block length or part thereof: a. a minimum 10 metre wide mid-block pedestrian connection between two street frontages if forming part of a connection spanning at least three separate street blocks; or b. a laneway between two street frontages if providing access to lots where built to boundary walls to both side boundaries are nominated on a plan of development. Note - PO16, PO17 and PO33 contain additional connectivity outcomes that apply to mid-block pedestrian connections. Note - Mid-block pedestrian connections are provided as public road reserve and embellished as public open space. Section 6 of Planning scheme policy - Integrated design (Appendix B) provides design guidance for linear linkages that is relevant for mid-block pedestrian connections (see 'Figure - Mid-block pedestrian connection' below providing an example of the expected outcome).

Figure - Mid-block pedestrian connection

Lot size and design - Local centre sub-precinct

PO11 Lots have appropriate area and dimension for the establishment of uses consistent with the Loacal centre sub-precinct, having regard to: a. convenient and safe access; b. on-site car parking; c. service vehicle access and maneuvering; d. appropriately sited loading and servicing areas; and e. setbacks and buffers to sensitive land uses and landscaping where required.	No example provided
PO12 The layout and frontage of lots does not result in the need for additional or wider vehicle cross overs that might impede pedestrian activity and movement along the primary frontage with access arrangements between sites provided wherever possible and where able, secured by easement.	**E12.1** Lots having a primary street frontage of less than 20m are provided with a secondary street access for vehicle movements.
	E12.2 Lots have rear service land access.
	E12.3 Shared vehicle access arrangements are provided between adjoining lots and secured by easement. Note - A registered easement may be required to ensure shared access between properties is permitted. Note - Buildings on the site will be required to address the primary frontage in accordance with the outcomes of the Local centre sub-precinct.
Rear lots	
PO13 Rear lots: a. contribute to the mix of lot sizes; b. are limited to 1 behind any full frontage lot (i.e. a lot with a street frontage that is not an access handle); c. Provide sufficient area for vehicles to manoeuvre on-site allowing entry and exit to the rear lot in forward gear.	No example provided.

Editor's note - This PO applies to development in the Next generation sub-precinct only.	
PO14 Access handles for rear lots are: a. a minimum of 5m wide to allow for safe vehicle access and service corridors from the rear lot to the street; b. are located on 1 side of the full frontage lot; c. limited to no more than 2 directly adjoining each other. Editor's note - This PO applies to development in the Next generation sub-precinct only.	No example provided.
Street design and layout	
PO15 Development maintains, contributes to or provides for a street layout that facilitates regular and consistent shaped lots through the use of rectilinear grid patterns, or modified grid patterns where constrained by topographical and other physical barriers. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve compliance with this outcome.	No example provided.
PO16 Development maintains, contributes to or provides for a street layout that is designed to connect to surrounding neighbourhoods, providing an interconnected street, pedestrian and cyclist network that connects nearby centres, neighbourhood hubs, community facilities, public transport nodes and open space to residential areas. The layout ensures that new development is provided with multiple points of access. The timing of transport works ensures that multiple points of access are provided during early stages of a development. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve compliance with this outcome.	No example provided
PO17	No example provided

Where in the Next generation sub-precinct, development maintains, contributes to or provides for a street layout that provides an efficient and legible movement network with high levels of connectivity within and external to the site by: a. facilitating increased active transport with a focus on safety and amenity for pedestrians and cyclists; b. providing street blocks with a maximum walkable perimeter of 500m (refer Figure - Street block design); c. providing a variety of street block sizes; d. reducing street block sizes as they approach an activity focus (e.g centre, neighbourhood hub, train station, community activity, public open space); e. facilitating possible future connections to adjoining sites for roads, green linkages and other essential infrastructure. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve compliance with this outcome.	
PO18 Street layouts create convenient and highly permeable movement networks between lower and higher order roads, whilst not adversely affecting the safety and function of the higher order road. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve compliance with this outcome.	No example provided.
PO19 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking;	No example provided.

d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	
PO19A Street trees are provided to create shade and comfort for walking and cycling, reduce urban heat and enhance amenity.	**E19A** Street trees are provided in accordance with Planning scheme policy - Integrated design. Note - Planning scheme policy - Integrated design (Appendix A) identifies the street tree planting rate for different street and road typologies. Note - Street tree planting zones for each street tree are nominated on the plan of development. Street tree planting zones are located and sized to provide flexibility in their placement and certainty for their viable positioning clear of utilities/services, driveways and other possible infrastructure conflicts.
PO20 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is within 200m of a 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;	**E20.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E20.2**

• Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection; • Residential development greater than 50 lots or dwellings; • Offices greater than 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses and Industry greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces; • Development has a trip generation rate of 100 vehicles or more within the peak hour; • Development which dissects or significantly impacts on an environmental area or an environmental corridor. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E20.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO21 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO. Intersection spacing will be determined based on the deceleration and queue storage distances required for the intersection after considering vehicle speed and present/forecast turning and through volumes.	**E21** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. where the through road provides an access or residential street function: i. intersecting road located on same side = 60 metres; or ii. intersection road located on opposite side = 40 metres. b. where the through road provides a local collector or district collector function:

	i. intersecting road located on same side = 100 metres; or ii. intersecting road located on opposite side = 60 metres. c. where the through road provides a sub-arterial function: i. intersecting road located on same side = 250 metres; or ii. intersecting road located on opposite side = 100 metres. d. where the through road provides an arterial function: i. intersecting road located on same side = 350 metres; or ii. intersecting road located on opposite side = 150 metres. e. walkable block perimeter does not exceed 500 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO.
PO22 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.	**E22** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on an approved Neighbourhood development plan.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

Situation	Minimum construction
Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard.	Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.

Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).

Note - Alignment within road reserves is to be agreed with Council.

Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

PO23

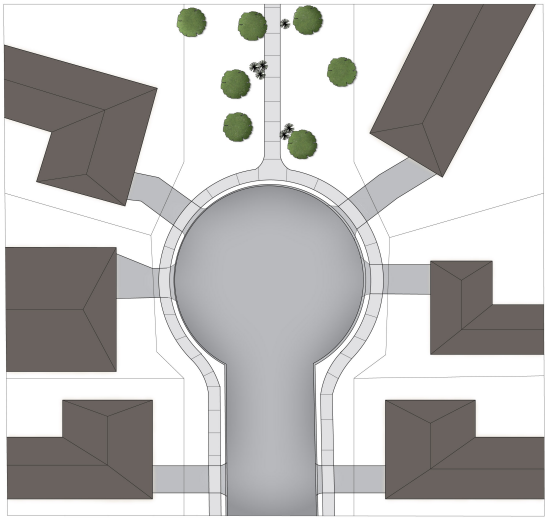
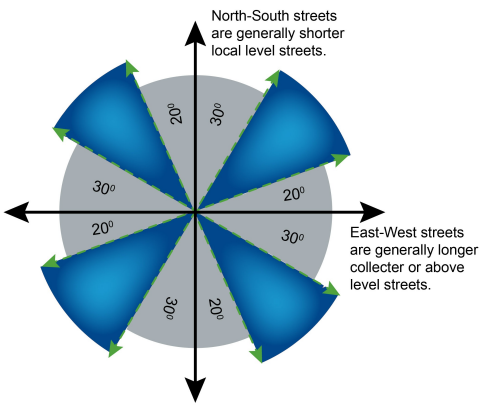
Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road.

E23

Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed.

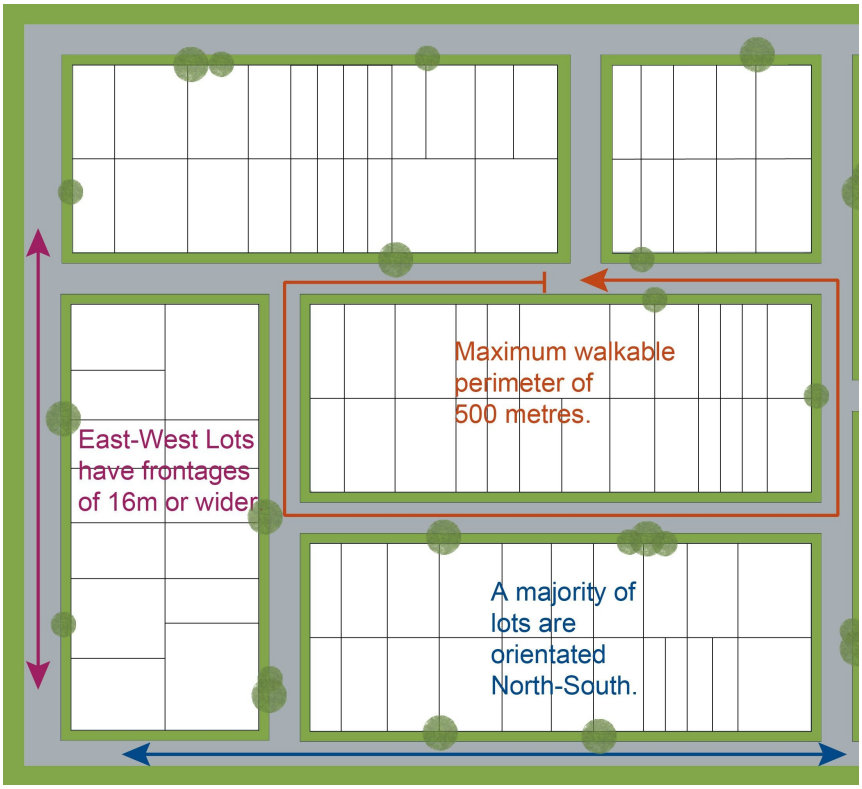
Note - The road network is mapped on Overlay map - Road hierarchy.

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.	
PO24 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E24.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on an approved Neighbourhood development plan. Note - Refer to QUDM for requirements regarding trafficability.
	E24.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
PO25 Cul-de-sac or dead end streets are not proposed unless: a. topography or other physical barriers exist to the continuance of the street network or vehicle connection to an existing road is not permitted; b. there are no appropriate alternative solutions; c. the cul-de-sac or dead end street will facilitate future connections to adjoining land or development. Note - Refer to Planning scheme policy - Integrated design for guidance on how to achieve compliance with this outcome.	No example provided.
PO26 Where cul-de-sacs are proposed due to connection to existing roads not being permitted, they are to be designed to allow a 10m wide pedestrian connection through to the existing road with no lots proposed at the head of the cul-de-sac generally as shown in the figure below.	No example provided.

Figure - Cul-de-sac design  Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve this outcome.	
PO27 Streets are designed and oriented to minimise the impact of cut and fill on the amenity of the streetscape and adjoining development.	**E27** Street alignment follows ridges or gullies or runs perpendicular to slope.
PO28 Streets are oriented to encourage active transport through a climate responsive and comfortable walking environment whilst also facilitating lots that support subtropical design practices, including: a. controlled solar access & shade provision; b. cross-ventilation. Note - Refer to Planning scheme policy - Residential design for guidance on how to achieve subtropical design solution.	**E28.1** Where not unduly constrained by topography or other physical barrier, streets are primarily oriented within 20 or 30 degrees of North-South or East-West in accordance with Figure - Preferred street orientation below. **Figure - Preferred street orientation** 

	E28.2 The long axis of a street block is oriented east-west to facilitate a north-south orientation for a majority of lots as per Figure - Street block design below.
	E28.3 Where the long axis of lot boundaries are oriented east west, they are 16m or wider so as to allow for alternative dwelling design to achieve solar access and cross-ventilation as per Figure -Street block design below.

Figure - Street block design



PO29 The street network creates convenient access to major streets roads for heavy vehicles and commercial traffic without introducing through traffic to residential streets. The street network is designed generally in accordance with an approved Neighbourhood development plan.	No example provided.
PO30	No example provided.

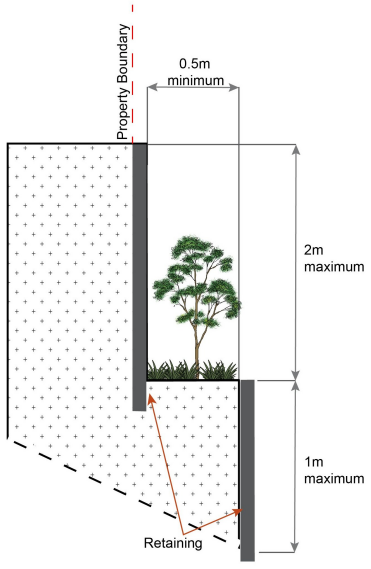
The road network has sufficient reserve and pavement widths to cater for the current and intended function of the road in accordance with the road type in accordance with Planning scheme policy - Integrated design.	
PO31 The street networks encourage walking and cycling and a safe environment for pedestrians and cyclists. The street network is designed in accordance with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.3 - Movement, walking and cycling.	No example provided.
Laneway design and location in the Next generation sub-precinct	
PO32 Laneway location contributes to a high standard of amenity for adjoining lots and the primary streetscape. Note - Refer to Planning scheme policy - Neighbourhood design for determining locational criteria for laneways.	**E32** Laneways are primarily used where: i. vehicle access is not permitted from the primary street frontage; or ii. limiting vehicle access from the primary street frontage results in a positive streetscape outcome; or iii. where lots directly adjoin a local, district or regional Park(57).
PO33 Laneways service a limited number of allotments, creating a sense of place and enclosed feeling for the pedestrian environment whilst contributing to the high level of connectivity of the street network Note - Refer to Planning scheme policy - Integrated design and Planning scheme policy - Neighbourhood design for determining design criteria for Laneways.	**E33** a. Laneways are limited to 130m in length; and b. Laneways are not designed as dead ends or cul-de-sacs, and are to have vehicle connections to an access street at both ends; and c. Where laneways exceed 100m in length, a 7m wide mid lane pedestrian connection is to be provided between the adjacent access streets and the laneway.
PO34 Laneway lots adjoining a park have a dedicated pathway as road reserve along the park frontage of the lots to contain all services and a concrete path.	**E34** Dedicate a minimum 2.5m as road reserve along the park frontage of the lots to contain all services and a 2.0m wide concrete path. Note - Electrical, water and sewerage services are not to be located in the laneway. Electrical services that are necessary to provide street lighting in accordance with the relevant Australian Standard may be located in the laneway.

PO35 Laneway design ensures the safety of pedestrians, cyclists and motorists by way of site lines, and sufficient road reserve for vehicle movements and the provision of street lighting. Note - Refer to Planning scheme policy - Integrated design and Planning scheme policy - Neighbourhood design for determining design criteria for Laneways.	**E35** a. Laneways are designed with minor meanders only, and maintain direct lines of sight from one end of the laneway to the other; and b. Laneways provide road dedication at strategic locations along the laneway to allow the construction of street lighting and any electrical pillars associated with the street lighting in accordance with current Australian Standards. Note - The dedication must allow for street lights to be provided on Council's standard alignment
Park(57) and open space	
PO36 A hierarchy of Park(57) and open space is provided to meet the recreational needs of the community in accordance with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.4 - Green network and open space. Note - District level parks or larger may be required in certain locations in accordance with Part 4: Local Government Infrastructure Plan.	No example provided.
PO37 Park(57) are provided within walking distance of all new residential lots as follows: a. district parks are provided within 15 minutes walking distance time of houses; b. local and neighbourhood parks are provided within 5 minutes walking distance time.	No example provided.
PO38 Park(57) is of a size and design standard to meet the needs of the expected users. Parks(57) are provided as per the following table and seek to: a. retain stands of trees in Parks(57) – for environmental 'stepping stones' and for urban relief; b. locate on hilltops, gullies, river banks and between neighbourhoods.	**E38** No example provided.

Open space type	Minimum area	Walking catchment	Rate
Small local park(57) recreation	0.3 ha - 0.5 ha	150-300m	0.5ha/1000 persons
Local park(57) recreation	0.5 ha - 1ha	400m	
District park(57) recreation	4 ha	1.2km	0.5 ha/1000 persons
District Civic park(57) (town centre only)	3000m^2	n/a	n/a – only 1 needed in the town centre
Regional/District sports*	4 parks add up to 80ha	n/a	4 parks @ 80ha each

* Regional and district parks have been identified in an approved Neighbourhood development plan and on Figure 7.2.3.4 - Green network and open space.

PO39 The safety and useability of parks is ensured through the careful design of the street network and lot locations which provide high levels of surveillance and access into the park(57) or open space area. The provision of parks will consider the following: a. local and district parks are bordered by streets and not lots wherever possible; b. where lots do addresses local and district parks(57), fencing is provided along the park(57) boundary at a maximum height of 1m prior to the sealing of the plan of subdivision; c. the design of fencing and retaining features allows for safe and direct pedestrian access between the park(57) and private allotment through the use of private gates and limited retaining features along park(57) boundaries.	No example provided.
Transitions to Rural and Rural residential zoned areas	
PO39A Development that has an interface to the Rural or Rural residential zones provides buffers and a transition in development intensity to preserve the very low density character and amenity of these existing communities, such as by locating the following at the interface:	No example provided.

a. parks and open space; b. perimeter roads with tree planting in the road reserve; c. larger lot sizes with primary frontages greater than 15m.	
Sloping Land	
PO40 Lot layout and design avoids the impacts of cutting, filling and retaining walls on the visual and physical amenity of the streetscape, each lot created and of adjoining lots ensuring, but not limited to, the following: a. the likely location of private open space associated with a Dwelling House on each lot will not be dominated by, or encroached into by built form outcomes such as walls or fences; b. walls and/or fences are kept to a human scale and do not represent barriers to local environmental outcomes and conditions such as good solar access to prevailing breezes; and c. the potential for overlooking from public land into private lots is avoided wherever possible; and d. lot design is integrated with the opportunities available for Dwelling House design to reduce impacts Note - Refer to Planning scheme policy - Residential design for guidelines on building design on sloped land.	**E40.1** Lot layout and design ensures that a lot has a maximum average slope of 1:15 along its long axis and 1:10 along its short axis. **E40.2** Retaining walls and benching and associated cutting, filling and other earthworks associated with reconfiguring a lot are limited to: a. a maximum vertical dimension of 1.5m from natural ground for any single retaining structure; or b. where incorporating a retaining structure greater than 1.5m in height, the retaining wall is stepped, terraced and landscaped as follows: i. maximum 1m vertical, minimum 0.5m horizontal, maximum 2m vertical (refer figure below); ii. maximum overall structure height of 3m; or  c. where incorporating benching along the short axis (from side to side boundary) of a lot:

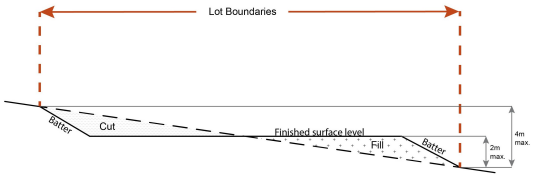
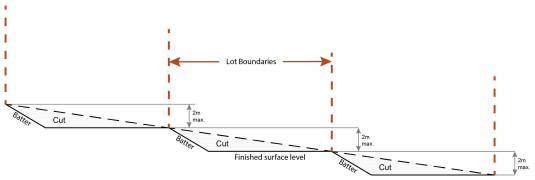
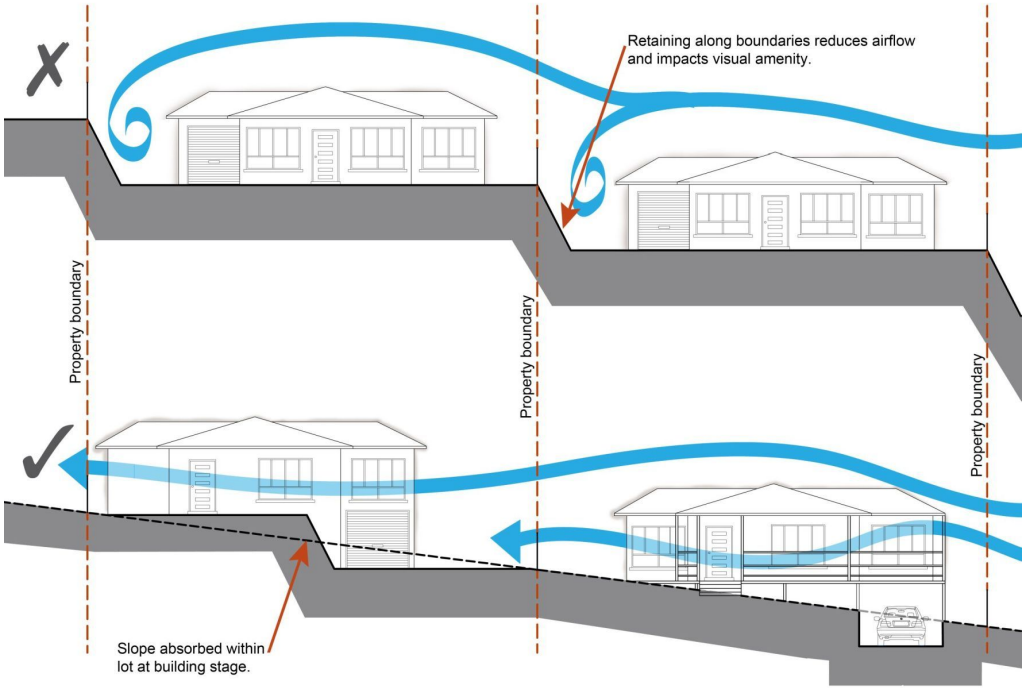
	i. the difference between levels at each boundary is no greater than 4m per lot; ii. each bench has a maximum height of 2m (refer figure below); or  d. where incorporating benching along the long axis (from front to rear boundary): i. each bench has a maximum height of 2m; ii. lots orientate up/down the slope.  Note - Benching is to incorporate suitable measures to ensure stabilisation and prevent erosion. Editor's note - Strict cut and fill requirements apply at the (22) stage. Deferral of slope solutions until building stage is not an acceptable outcome.

Figure - Sloped lot design



Boundary realignment	
PO41 Boundary alignments ensure that infrastructure and services are wholly contained within the lot they serve.	No example provided.
PO42 Boundary realignment does not result in: a. the creation of additional lots; b. existing land uses on-site becoming non-compliant with planning scheme criteria; c. lots being unserviced by infrastructure; d. lots not providing for own private servicing; e. adverse impacts on the quality and integrity of any identifiable biodiversity and ecological values. Note - Examples regarding planning scheme criteria may include but are not limited to: a. minimum lot size requirements;	No example provided.

b. setbacks; c. parking and access requirements; d. dependant elements of an existing or approved land use being separtely titled, including but not limited to: i. where premises is approved as Multiple dwelling(49) with a communal open space area, the communal open space cannot be separately titled as it is required by the Multiple dwelling approval; ii. where a commercial or industrial land use contains an ancillary office, the office cannot be separately titled as it is considered part of the commercial or industrial use; iii. where a Dwelling house(22) includes a Secondary dwelling or associated outbuildings, they cannot be separately titled as they are dependent on the Dwelling house(22) use.	
PO43 Boundary realignment results in lots which have appropriate size, dimensions and access to cater for uses consistent with the precinct, sub-precincts and any relevant other precinct.	**E43** Lot dimensions (excluding access handles) comply with: a. where within 400 metres walking distance of local centres or transit stops identified in a Neighbourhood development plan, no example provided; b. where outside 400 metres walking distance of local centres and transit stops identified in a Neighbourhood development plan, Lot Types A, B, C, D, E or F in accordance with 'Table 7.2.3.7.1.3: - Lot Types'.
Reconfiguring existing development by Community Title	
PO44 Reconfiguring a lot which creates or amends a community title scheme as described in the *Body Corporate and Community Management Act 1997* is undertaken in a way that does not result in existing uses on the land becoming unlawful or otherwise operating in a manner that is: a. inconsistent with any approvals on which those uses rely; or b. inconsistent with the for accepted development requirements applying to those uses at the time that they were established. Note - Examples of land uses becoming unlawful include, but are not limited to the following: a. Land on which a Dual occupancy(21) has been established is reconfigured in a way that results in both	No example provided.

dwellings no longer being on the one lot. The reconfiguring has the effect of transforming the development from a Dual occupancy(21) to two separate Dwelling houses(22),at least one of which does not satisfy the requirements for accepted development applying to Dwelling houses(22) b. Land on which a Multiple dwelling(49) has been established is reconfigured in a way that precludes lawful access to required communal facilities by either incorporating some of those facilities into private lots or otherwise obstructing the normal access routes to those facilities. Those communal facilities may have been required under the requirements for accepted development for the use or conditions of development approval. Editor's note - To satisfy this performance outcome, the development application may need to be a combined application for reconfiguring a lot and a material change of use or otherwise be supported by details that confirm that the land use still satisfies all relevant land use requirements.	
Reconfiguring by Lease	
PO45 Reconfiguring a lot which divides land or buildings by lease in a way that allows separate occupation or use of those facilities is undertaken in a way that does not result in existing uses on the land becoming unlawful or otherwise operating in a manner that is: a. inconsistent with any approvals on which those uses rely; or b. inconsistent with the for accepted development requirements applying to those uses at the time that they were established. Note - An example of a land use becoming unlawful is a Multiple dwelling(49) over which one or more leases have been created in a way that precludes lawful access to some of the required communal facilities. Some of the communal car parking facilities have been incorporated into lease areas while other leases are located in a way that obstructs the normal access routes to other communal facilities. Those communal facilities may have been required under the requirements for accepted development for the use or conditions of development approval, but they are no longer freely available to all occupants of the Multiple dwelling(49). Editor's note - To satisfy this performance outcome, the development application may need to be supported by details that confirm that the land use still satisfies all relevant land use requirements.	No example provided.

Editor's note - Under the definition in Schedule 2 of the Act, the following do not constitute reconfiguring a lot and are not subject to this performance outcome: a. a lease for a term, including renewal options, not exceeding 10 years; and b. an agreement for the exclusive use of part of the common property for a community titles scheme under the *Body Corporate and Community Management Act 1997*.	
Volumetric subdivision	
PO46 The reconfiguring of the space above or below the surface of the land ensures appropriate area, dimensions and access arrangements to cater for uses consistent with the precinct and does not result in existing land uses on-site becoming non-complying with planning scheme criteria. Note - Examples may include but are not limited to: a. where a dwelling house[(22)] includes a secondary dwelling or associated outbuildings, they cannot be separately titled as they are dependent on the Dwelling house[(22)] use.	No example provided.

Access easements	
PO47 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO48 Where the access easement adjoins a constructed road, it has appropriate grade, verge cross section and safe sight distance for accessing vehicles, through traffic, and active transport users.	No example provided.
PO49 The easement covers all works associated with the access.	**E49** The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO50 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.

Utilities	
PO51 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Stormwater location and design	
PO52 Where development is for an urban purpose that involves a land 2500m^2 or greater in size and results in 6 or more lots, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives. Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	No example provided.
PO53 Development is designed and constructed to achieve Water Sensitive Urban Design best practice including: a. protection of existing natural features; b. integrating public open space with stormwater corridors or infrastructure; c. maintaining natural hydrologic behaviour of catchments and preserving the natural water cycle; d. protecting water quality environmental values of surface and ground waters; e. minimising capital and maintenance costs of stormwater infrastructure. Note - Refer to Planning scheme policy - Integrated design (Appendix C) for more information and examples on water sensitive urban design.	No example provided.

<table>
<tr><td>Note - A site based stormwater management plan prepared in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this PO.</td><td></td></tr>
<tr><td>PO54

Stormwater drainage infrastructure (including inter-allotment drainage) within private land is protected by easements in favour of Council with sufficient area for practical access for maintenance.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td><td>E54

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr><tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr><tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr></table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td></tr>
<tr><td>PO55

Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.</td><td>No example provided.</td></tr>
<tr><td>PO56

Natural streams and riparian vegetation are retained and enhanced through revegetation.</td><td>No example provided.</td></tr>
<tr><td>PO57</td><td>E57</td></tr>
</table>

Areas constructed as detention basins: a. are adaptable for passive recreation; b. appear to be a natural land form; c. provide practical access for maintenance purposes; d. do not create safety or security issues by creating potential concealment areas; e. have adequate setbacks to adjoining properties; f. are located within land to be dedicated to Council as public land.	Stormwater detention basins are designed and constructed in accordance with Planning scheme policy - Integrated design (Appendix C) and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
PO58 Development maintains and improves the environmental values of waterway ecosystems.	No example provided.
PO59 A constructed water body proposed to be dedicated as public asset is to be avoided, unless there is an overriding need in the public interest	No example provided.
PO60 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E60** The surface level of a lot is at a minimum grade of 1:100 and slopes towards the street frontage, or other lawful point of discharge.
Stormwater management system	
PO61 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E61** The roads, drainage pathways, drainage features and waterways safely convey the stormwater flows for the defined flood event without allowing flows to encroach upon private lots.
PO62 Overland flow paths (for any storm event) from newly constructed roads and public open space areas do not pass through private lots and allow safe and convenient access for pedestrians and cyclists.	**E62** Drainage pathways are provided to accommodate overland flows from roads and public open space areas. The overland flow paths have a minimum width of 8m and are designed and constructed to allow safe and convenient access for pedestrians and cyclists.
PO63 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The	**E63** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.

development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	
PO64 The stormwater management system is designed to: a. protect the environmental values in downstream waterways; b. maintain ground water recharge areas; c. preserve existing natural wetlands and associated vegetation buffers; d. avoid disturbing soils or sediments; e. avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas; f. maintain and improve receiving water quality; g. protect natural waterway configuration; h. protect natural wetlands and vegetation; i. protect downstream and adjacent properties; j. protect and enhance riparian areas.	No example provided.
PO65 Design and construction of the stormwater management system: a. utilise methods and materials to minimise the whole of lifecycle costs of the stormwater management system; and b. are co-ordinated with civil and other landscaping works. Note - To determine the standards for stormwater management system construction refer to Planning scheme policy - Integrated design.	No example provided.
PO66 Where associated with a minor green corridor identified on Figure 7.2.3.4 - Green network and open space, development will adopt bio-retention systems	No example provided.

for stormwater treatment that recognises and promotes Councils Total Water Cycle Management policy and the efficient use of water resources. Note - To determine the standards for stormwater management system construction refer to Planning scheme policy - Integrated design.	
Clearing of native vegetation	
PO67 Reconfiguring a lot facilitates the retention of native vegetation by: a. incorporating native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; b. ensuring habitat trees are located outside a development footprint. Where habitat trees are to be cleared, replacement fauna nesting boxes are provided at the rate of 1 nest box for every hollow removed. Where hollows have not yet formed in trees > 80cm in diameter at 1.3m height, 3 nest boxes are required for every habitat tree removed. c. providing safe, unimpeded, convenient and ongoing wildlife movement; d. avoiding creating fragmented and isolated patches of native vegetation. e. ensuring that biodiversity quality and integrity of habitats is not adversely impacted upon but are maintained and protected; f. ensuring that soil erosion and land degradation does not occur; g. ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies.	No example provided.
Tree planting	
PO67A Development incorporates new trees throughout the overall subdivision design and development layout in locations that shade, reduce urban heat and enhance amenity, such as in: a. mid-block pedestrian connections;	No example provided.

b. laneways; c. road reserves; d. parks and open space areas. Note - Refer to Planning scheme policy - Neighbourhood design and Planning scheme policy - Integrated design for guidance on tree planting in development design and layout. Note - Street tree planting zones for each street tree are nominated on the plan of development. Street tree planting zones are located and sized to provide flexibility in their placement and certainty for their viable positioning clear of utilities/services, driveways and other possible infrastructure conflicts.	
Noise	
PO68 Noise attenuation structure (e.g. walls, barriers or fences): a. contribute to safe and usable public spaces, through maintaining high levels of surveillance of parks, streets and roads that serve active transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintain the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E68** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless; i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Values and constraints requirements 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 conditions of approval) the identified value or constraint under this planning scheme.	
Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply) for developable lots only	

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.

PO69 Lots are designed to: a. minimise the risk from bushfire hazard to each lot and provide the safest possible siting for buildings and structures; b. limit the possible spread paths of bushfire within the reconfiguring; c. achieve sufficient separation distance between development and hazardous vegetation to minimise the risk to future buildings and structures during bushfire events; d. maintain the required level of functionality for emergency services and uses during and immediately after a natural hazard event.	**E69** Reconfiguring a lot ensures that all new lots are of an appropriate size, shape and layout to allow for the siting of future buildings being located: a. within an appropriate development footprint; b. within the lowest hazard locations on a lot; c. to achieve minimum separation from any source of bushfire hazard of 20m or the distance required to achieve a Bushfire Attack Level (BAL) of more than 29 (as identified under AS3959-2009), whichever is the greater; d. to achieve a minimum separation from any retained vegetation strips or small areas of vegetation of 10m or the distance required to achieve a Bushfire Attack Level (BAL) of more than 29 (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.
PO70 Lots provide adequate water supply and infrastructure to support fire-fighting.	**E70** For water supply purposes, reconfiguring a lot ensures that: a. lots have access to a reticulated water supply provided by a distributer-retailer for the area; or b. where no reticulated water supply is available, on-site fire fighting water storage containing not less than 10,000 litres and located within a development footprint.
PO71 Lots are designed to: a. promote safe site access by avoiding potential entrapment situations; b. promote accessibility and manoeuvring for fire fighting during bushfire.	**E71** Reconfiguring a lot ensures a new lot is provided with: a. direct road access and egress to public roads; b. an alternative access where the private driveway is longer than 100m to reach a public road; c. driveway access to a public road that has a gradient no greater than 12.5%; d. minimum width of 3.5m.

PO72	E72
Lots ensure the road layout and design supports: a. safe and efficient emergency services access to sites; and manoeuvring within the subdivision; b. availability and maintenance of access routes for the purpose of safe evacuation.	Reconfiguring a lot provides a road layout which: a. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by: i. a cleared width of 20m; ii. road gradients not exceeding 12.5%; iii. pavement and surface treatment capable of being used by emergency vehicles; iv. Turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines. b. Or if the above is not practicable, a fire maintenance trail separates the lots from hazardous vegetation on adjacent lots incorporating: i. a minimum cleared width of 6m and minimum formed width of 4m; ii. gradient not exceeding 12.5%; iii. cross slope not exceeding 10%; iv. a formed width and erosion control devices to the standards specified in Planning scheme policy - Integrated design; v. a turning circle or turnaround area at the end of the trail to allow fire fighting vehicles to manoeuvre; vi. passing bays and turning/reversing bays every 200m; vii. an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service or located on public land. c. excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the lots from hazardous vegetation on adjacent lots; and d. excludes dead-end roads.

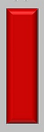
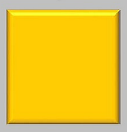
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO73 Lots do not: a. reduce public access to a heritage place, building, item or object; b. create the potential to adversely affect views to and from the heritage place, building, item or object; c. obscure or destroy any pattern of historic subdivision, historical context, landscape setting or the scale and consistency of the urban fabric relating to the local heritage place.	No example provided.
High voltage electricity line buffer (refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO74 Lots provide a development footprint outside of the buffer.	No example provided.
PO75 The creation of lots does not compromise or adversely impact upon the efficiency and integrity of supply. Note - Where works are proposed in proximity to bulk water supply infrastructure, necessary consents under section 192 of the *Water Supply (Safety and Reliability) Act 2008* will be required.	**E75** No new lots are created within the buffer area.
PO76 The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.	**E76** No new lots are created within the buffer area.
PO77 Boundary realignments:	No example provided.

a. do not result in the creation of additional building development within the buffer; a. result in the reduction of building development opportunities within the buffer.	
Bulk water supply infrastructure buffer (refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO78 Lots provide a development footprint outside of the buffer.	No example provided.
PO79 The creation of lots does not compromise or adversely impact upon the efficiency and integrity of supply.	No example provided.
PO80 The creation of lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.	No example provided.
PO81 Boundary realignments: a. do not result in the creation of additional building development within the buffer; b. results in the reduction of building development opportunities within the buffer.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO82 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or on a	No example provided.

surrounding property, public land, road or infrastructure.	
PO83 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.	**E83** Development ensures that any buildings are not located in an Overland flow path area. Note: A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding property.
PO84 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	No example provided.
PO85 Development ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E85** Development ensures that overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO86	**E86.1**

Development ensures that Council and inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment flows and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E86.2** Development ensures that all Council and allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO87 Development protects the conveyance of overland flow such that easements for drainage purposes are provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one property; and c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO88 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E88** 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.

Table 7.2.3.7.1.3 - Lot Types

Lot Type	A 	B 	C 	D 	E 	F 
Primary Frontage *(metres)*	7.5	>7.5 - 10	>10 - 12.5	>12.5 - 18	>18 - 32	32+
Lot Depth *(metres)*	25 - 35	25 - 35	25 - 35	25 - 35	25 - 35	25 - 35
Built to Boundary	*Mandatory built to boundary both sides.*	*Mandatory built to boundary one side.*	*Mandatory built to boundary one side.*			

7.2.3.7.2 Town centre precinct

7.2.3.7.2.1 Application - Reconfiguring a lot code - Town centre precinct

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 Caboolture West local plan - Town centre precinct, 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 7.2.3.7 - Reconfiguring a lot code and the following additional Caboolture West local plan - Town centre precinct specific overall outcomes:

    a. Reconfiguring a lot is in accordance with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan.

    b. Reconfiguring a lot contributes to the consolidation of the Town centre precinct through greater land use efficiency.

    c. Reconfiguring a lot maintains lot sizes and dimensions which are able to support increased scale and intensity of mixed use development commensurate with Town centre precinct activities consistent in the applicable sub-precinct.

    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 Town centre precinct outcomes as identified in Part 7.

g. The Town centre is configured into a block structure with a 200m grid pattern of two main streets and intersecting major streets. Blocks are to be of a length and include breaks that respond to the intended use of the precinct. (i.e. the centre core should consist of longer blocks to be more pedestrian friendly while blocks in the Urban sub-precinct should be of a finer grain (i.e. shorter with more frequent breaks) to provide better accessibility and connectivity).

7.2.3.7.2.2 Requirement for assessment

Part B - Criteria for assessable development - Reconfiguring a lot code - Town centre precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part B, Table 7.2.3.7.2.1 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.

Assessable development - Reconfiguring a lot code - Town centre precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Where on a developable lot or creating developable lots	
Lot size and design	
PO1 Reconfiguring a lot does not result in additional lots.	No example provided.
Boundary realignment	
PO2 Boundary realignments do not result in the: a. fragmentation or alienation of the land or result in the loss of land for future urban purposes; b. delay the use of the land for urban purposes; c. existing land uses on-site becoming non-compliant due to: i. lot size; ii. parking requirements; iii. servicing; iv. dependant elements of an existing or approved land use being separately titled.	No example provided.

<table>
<tr><th colspan="2">Where on a developed lot or creating developed lots</th></tr>
<tr><th colspan="2">Lot size and design</th></tr>
<tr><td>PO3

Lots have appropriate area and dimension for the establishment of uses consistent with the applicable sub-precinct of the Town centre precinct, having regard to:

a. convenient and safe access;

b. on-site car parking;

c. service vehicle access and manoeuvring;

d. appropriately sited loading and servicing areas;

e. setbacks, buffers to sensitive land uses and landscaping where required;

f. providing for rear service lane access where possible.

Note - refer to the overall outcomes for the Town centre precinct and sub-precinct for consistent uses.</td><td>E3

Development is in accordance with a Neighbourhood development plan.

OR

Lots comply with the following minimum sizes to facilitate appropriate uses and preferred scale and intensity of development:

<table><tr><th>Town centre precinct</th><th>Min. lot size</th><th>Min. frontage</th></tr><tr><td colspan="3">Sub-precincts</td></tr><tr><td>All sub-precincts</td><td>1000m^2</td><td>40m</td></tr></table></td></tr>
<tr><td>PO4

The layout and frontage of lots does not result in:

a. vehicle crossing on street frontages identified with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.2.5 - Driveway crossover restrictions;

b. additional vehicle cross overs that will impede pedestrian activity on the street frontage;

c. lots having a primary street frontage of less than 20m are provided with a secondary street access for vehicle movements.</td><td>E4

Development is in accordance with a Neighbourhood development plan.</td></tr>
<tr><td>PO5

Shared vehicle access arrangements are provided, where possible, between adjoining centre properties.

Note - an access easement may be required to be registered to ensure shared access between properties is permitted.</td><td>E5

Development is in accordance with a Neighbourhood development plan.</td></tr>
<tr><td>PO6</td><td>E6</td></tr>
</table>

The creation of allotments on major streets when shown on a Neighbourhood development plan (refer Figure 7.2.3.2 - Movement, major streets) does not adversely affect the safety and efficiency of the road network. New lots on higher order roads are provided with a secondary street access for vehicle movements.	Development is in accordance with a Neighbourhood development plan.
PO7 Where adjacent to existing or proposed public spaces, reconfiguring a lot promotes safety, amenity and activity within the public space by facilitating connections to any existing footpaths or roadways.	**E7** Development is in accordance with a Neighbourhood development plan.
PO8 Reconfiguring a lot does not compromise potential future connections with adjoining roadways, uses or lots by way of inappropriate boundary or road reserve locations.	**E8** Development is in accordance with a Neighbourhood development plan.
PO9 The layout of the development results in the creation of a strong and positive identity through: a. the provision of clearly legible movement and open space networks; b. an appropriate design response to site and locality characteristics.	**E9** Development is in accordance with a Neighbourhood development plan.
PO10 Lots do not compromise the viability of adjoining lots and provide for optimum integration with existing or future development on surrounding land, having regard to: a. the connectivity of access and open space networks; b. the efficient provisions of infrastructure; c. the appropriate location of boundaries and road reserves.	**E10** Development is in accordance with a Neighbourhood development plan.
Utilities	
PO11	No example provided.

All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	
Street design and layout	
PO12 The street network creates convenient access to major streets for heavy vehicles and commercial traffic without introducing through traffic to residential streets. The street network is designed in accordance with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.2 - Movement, major streets, Figure 7.2.3.2.2 - Indicative street network and Figure 7.2.3.2.3 - Movement, key streets and connections.	**E12** Development is in accordance with a Neighbourhood development plan.
PO13 The road network has sufficient reserve and pavement widths to cater for the current and intended function of the road in accordance with the road type in accordance with Planning scheme policy - Integrated design.	**E13** Development is in accordance with a Neighbourhood development plan.
PO14 Movement networks encourage walking and cycling and a safe environment for pedestrians and cyclists. The street network is designed in accordance with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.3 - Movement, walking and cycling.	**E14** Development is in accordance with a Neighbourhood development plan.
PO15 Development maintains, contributes to or provides for a street layout that is designed to connect to surrounding neighbourhoods, providing an interconnected street, pedestrian and cyclist network that connects nearby centres, neighbourhood hubs, community facilities, public transport nodes and open space to residential areas. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve compliance with this outcome.	**E15** Development is in accordance with a Neighbourhood development plan.
PO16	**E16**

Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movements (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	Development is in accordance with a Neighbourhood development plan.
PO17 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: • Development is within 200m of a sensitive location such as a school, shopping centre, bus or train station or a large generator of pedestrian or vehicular traffic;	**E17.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable.

• 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 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses and Industry greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces; • Development has a trip generation rate of 100 vehicles or more within the peak hour; • Development which dissects or significantly impacts on an environmental area or an environmental corridor. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	**E17.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E17.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO18 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards.	**E18.1** Development is in accordance with a neighbourhood development plan. **E18.2** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access function:

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.	i. intersecting road located on same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on same side = 100 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on same side = 300 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres. d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO.
PO19	**E19**

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

Situation	Minimum construction
Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard.	Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.

Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).

Note - Alignment within road reserves is to be agreed with Council.

Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

PO20	**E20**

Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO21 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E21.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E21.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.
Stormwater location and design	
PO22 Where development is for an urban purpose that involves a land 2500m^2 or greater in size and results in 6 or more lots, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives. Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	No example provided.
PO23 Development is designed and constructed to achieve Water Sensitive Urban Design best practice including: a. protection of existing natural features;	No example provided.

b. integrating public open space with stormwater corridors or infrastructure; c. maintaining natural hydrologic behaviour of catchments and preserving the natural water cycle; d. protecting water quality environmental values of surface and ground waters; e. minimising capital and maintenance costs of stormwater infrastructure. Note - Refer Planning scheme policy - Integrated design (Appendix C) for more information and examples on water sensitive urban design. Note - A site based stormwater management plan prepared in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this PO.	
PO24 Stormwater drainage infrastructure (including inter-allotment drainage) within private land is protected by easements in favour of Council with sufficient area for practical access for maintenance. Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.	**E24** 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: **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) Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system. Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.

PO25 Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.	No example provided.
PO26 Natural streams and riparian vegetation are retained and enhanced through revegetation.	No example provided.
PO27 Areas constructed as detention basins: a. are adaptable for passive recreation; b. appear to be a natural land form; c. provide practical access for maintenance purposes; d. do not create safety or security issues by creating potential concealment areas; e. have adequate setbacks to adjoining properties; f. are located within land to be dedicated to Council as public land.	**E27** Stormwater detention basins are designed and constructed in accordance with Planning scheme policy - Integrated design (Appendix C) and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
PO28 Development maintains and improves the environmental values of waterway ecosystems.	No example provided.
PO29 A constructed water body proposed to be dedicated as public asset is to be avoided, unless there is an overriding need in the public interest	No example provided.
PO30 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E30** The surface level of a lot is at a minimum grade of 1:100 and slopes towards the street frontage, or other lawful point of discharge.
Stormwater management system	
PO31 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E31** The roads, drainage pathways, drainage features and waterways safely convey the stormwater flows for the defined flood event without allowing flows to encroach upon private lots.
PO32	**E32**

Overland flow paths (for any storm event) from newly constructed roads and public open space areas do not pass through private lots and allow safe and convenient access for pedestrians and cyclists.	Drainage pathways are provided to accommodate overland flows from roads and public open space areas. The overland flow paths have a minimum width of 8m and are designed and constructed to allow safe and convenient access for pedestrians and cyclists.
PO33 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E33** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO34 The stormwater management system is designed to: a. protect the environmental values in downstream waterways; b. maintain ground water recharge areas; c. preserve existing natural wetlands and associated buffers; d. avoid disturbing soils or sediments; e. avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas; f. maintain and improve receiving water quality; g. protect natural waterway configuration; h. protect natural wetlands and vegetation; i. protect downstream and adjacent properties; j. protect and enhance riparian areas.	No example provided.
PO35 Design and construction of the stormwater management system:	No example provided.

a. utilise methods and materials to minimise the whole of life-cycle costs of the stormwater management system; b. are coordinated with civil and other landscaping works. Note - refer to Planning scheme policy - Integrated design for guidance on how to demonstrate achievement of this performance outcome.	
PO36 Where associated with a minor green corridor (refer Figure 7.2.3.4 - Green network and open space, Figure 7.2.3.2.1 - Urban design framework), development will adopt bio-retention systems for stormwater treatment that recognises and promotes Councils Total Water Cycle Management policy and the efficient use of water resources. Note -To determine the standards for stormwater management system construction refer to Planning scheme policy - Integrated design	No example provided.
Boundary realignment	
PO37 Boundary realignment: a. does not result in the creation, or in the potential creation of, additional lots; b. is an improvement on the existing land use situation; c. do not result in existing land uses on-site becoming non-compliant with planning scheme criteria; d. results in lots which have appropriate size, dimensions and access to cater for uses consistent with the precinct, sub-precinct and any relevant other precinct; e. infrastructure and services are wholly contained within the lot they serve; f. ensures the uninterrupted continuation of lots providing for their own private servicing.	No example provided.
Reconfiguring a lot other than creating freehold lots	

PO38 Reconfiguring a lot which creates or amends a community title scheme as described in the *Body Corporate and Community Management Act 1997* is undertaken in a way that does not result in existing uses on the land becoming unlawful or otherwise operating in a manner that is: a. inconsistent with any approvals on which those uses rely; or b. inconsistent with the requirements for accepted development applying to those uses at the time that they were established. Note -An examples of land uses becoming unlawful includes, but are not limited to the following land on which a multiple dwellingCould not findID-2693465-5213 has been established is reconfigured in a way that precludes lawful access to required communal facilities by either incorporating some of those facilities into private lots or otherwise obstructing the normal access routes to those facilities. Those communal facilities may have been required under the requirements for accepted development for the use or conditions of development approval. Editor's note - To satisfy this performance outcome, the development application may need to be a combined application for reconfiguring a lot and a material change of use or otherwise be supported by details that confirm that the land use still satisfies all relevant land use requirements.	No example provided.
Reconfiguring by Lease	
PO39 Reconfiguring a lot which divides land or buildings by lease in a way that allows separate occupation or use of those facilities is undertaken in a way that does not result in existing uses on the land becoming unlawful or otherwise operating in a manner that is: a. inconsistent with any approvals on which those uses rely; or b. inconsistent with the requirements for accepted development applying to those uses at the time that they were established. Note - An example of a land use becoming unlawful is a building over which one or more leases have been created in a way that precludes lawful access to some of the required communal facilities. Some of the communal car parking facilities have been incorporated into lease areas while other leases are located in a way that obstructs the normal access routes to other communal facilities. Those communal facilities may have	No example provided.

been required under the requirements for accepted development for the use or conditions of development approval, but they are no longer freely available to all occupants of the building. Editor's note -To satisfy this performance outcome, the development application may need to be supported by details that confirm that the land use still satisfies all relevant land use requirements. Editor's note – Under the definition in Schedule 2 of the Act, the following do not constitute reconfiguring a lot and are not subject to this performance outcome: a. a lease for a term, including renewal options, not exceeding 10 years; and b. an agreement for the exclusive use of part of the common property for a community titles scheme under the *Body Corporate and Community Management Act 1997*.	
Volumetric subdivision	
PO40 The reconfiguring of the space above or below the surface of the land ensures appropriate area, dimensions and access arrangements to cater for uses consistent with the zone and does not result in existing land uses on site becoming non-compliant. Note - An example includes but is not limited to: a. Where a commercial or industrial land use contains an ancillary office, the office cannot be separately titled as it is considered part of the commercial or industrial use.	No example provided.
Access easements	
PO41 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO42 Where the access easement adjoins a constructed road, it has appropriate grade, verge cross section and safe sight distance for accessing vehicles, through traffic, and active transport users.	No example provided.
PO43	**E43**

The easement covers all works associated with the access.	The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO44 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.

Clearing of native vegetation	
PO45 Reconfiguring a lot facilitates the retention of native vegetation by: a. incorporating native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; b. ensuring habitat trees are located outside a development footprint. Where habitat trees are to be cleared, replacement fauna nesting boxes are provided at the rate of 1 nest box for every hollow removed. Where hollows have not yet formed in trees > 80cm in diameter at 1.3m height, 3 nest boxes are required for every habitat tree removed. c. providing safe, unimpeded, convenient and ongoing wildlife movement; d. avoiding creating fragmented and isolated patches of native vegetation. e. ensuring that biodiversity quality and integrity of habitats is not adversely impacted upon but are maintained and protected; f. ensuring that soil erosion and land degradation does not occur; g. ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies.	**E45** Development is in accordance with a Neighbourhood development plan.
Noise	
PO46 Noise attenuation structure (e.g. walls, barriers or fences):	**E46** Noise attenuation structures (e.g. walls, barriers or fences):

a. contribute to safe and usable public spaces, through maintaining high levels of surveillance of parks, streets and roads that serve active transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintain the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	a. are not visible from an adjoining road or public area unless; i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Values and constraints criteria	
Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	
Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply) where on a developable lots 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.	
PO47 Lots are designed to: a. minimise the risk from bushfire hazard to each lot and provide the safest possible siting for buildings and structures; b. limit the possible spread paths of bushfire within the reconfiguring;	**E47** Reconfiguring a lot ensures that all new lots are of an appropriate size, shape and layout to allow for the siting of future buildings being located: a. within an appropriate development footprint; b. within the lowest hazard locations on a lot;

c. 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.	c. to achieve minimum separation from any source of bushfire hazard of 20m or the distance required to achieve a Bushfire Attack Level (BAL) of more than 29 (as identified under AS3959-2009), whichever is the greater; d. to achieve a minimum separation from any retained vegetation strips or small areas of vegetation of 10m or the distance required to achieve a Bushfire Attack Level (BAL) of more than 29 (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.
PO48 Lots provide adequate water supply and infrastructure to support fire-fighting.	**E48** For water supply purposes, reconfiguring a lot ensures that: a. lots have access to a reticulated water supply provided by a distributer-retailer for the area; or b. where no reticulated water supply is available, on-site fire fighting water storage containing not less than 10,000 litres and located within a development footprint.
PO49 Lots are designed to : a. promote safe site access by avoiding potential entrapment situations; b. promote accessibility and manoeuvring for fire fighting during bushfire.	**E49** Reconfiguring a lot ensures a new lot is provided with: a. direct road access and egress to public roads; b. an alternative access where the private driveway is longer than 100m to reach a public road; c. driveway access to a public road that has a gradient no greater than 12.5%; d. minimum width of 3.5m.
PO50 Lots ensure the road layout and design supports:	**E50** Reconfiguring a lot provides a road layout which:

a. safe and efficient emergency services access to sites; and manoeuvring within the subdivision; b. availability and maintenance of access routes for the purpose of safe evacuation.	a. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by: i. a cleared width of 20m; ii. road gradients not exceeding 12.5%; iii. pavement and surface treatment capable of being used by emergency vehicles; iv. Turning areas for fire fighting appliances in accordance with QLD Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines. b. Or if the above is not practicable, a fire maintenance trail separates the lots from hazardous vegetation on adjacent lots incorporating: i. a minimum cleared width of 6m and minimum formed width of 4m; ii. gradient not exceeding 12.5%; iii. cross slope not exceeding 10%; iv. a formed width and erosion control devices to the standards specified in Planning scheme policy - Integrated design; v. a turning circle or turnaround area at the end of the trail to allow fire fighting vehicles to manoeuvre; vi. passing bays and turning/reversing bays every 200m; vii. an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service or located on public land. c. excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the lots from hazardous vegetation on adjacent lots; and d. excludes dead-end roads.
High voltage electricity line buffer(refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply)	

Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO51 Lots provide a development footprint outside of the buffer.	No example provided.
PO52 The creation of lots does not compromise or adversely impact upon the efficiency and integrity of supply.	**E52** No new lots are created within the buffer area.
PO53 The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.	**E53** No new lots are created within the buffer area.
PO54 Boundary realignments: i. do not result in the creation of additional building development within the buffer; ii. result in the reduction of building development opportunities within the buffer.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO55 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure.	No example provided.
PO56 Development:	**E56** Development ensures that any buildings are not located in an Overland flow path area.

a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow..	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.
PO57 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	No example provided.
PO58 Development ensures that overland flow is not conveyed from a road or public open space onto a private lot, unless the development is in a Rural zone.	**E58** Development ensures that overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot, unless the development is in the Rural zone.
PO59 Development ensures that Council and inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment flows and are able to be easily maintained.	**E59.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A;

Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	c. Industrial area – Level V; d. Commercial area – Level V. **E59.2** Development ensures that all Council and allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO60 Development protects the conveyance of overland flow such that easements for drainage purposes are provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one property; and c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO61 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E61** 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.

7.2.3.7.3 Enterprise and employment precinct

7.2.3.7.3.1 Application - Reconfiguring a lot code - Enterprise and employment precinct

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 Caboolture West local plan - Enterprise and employment precinct, 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 7.2.3.7 - Reconfiguring a lot code and the following additional Caboolture West local plan - Enterprise and employment precinct specific overall outcomes:

    a. Reconfiguring a lot is in accordance with any relevant Neighbourhood development plan and conceptually with Figure 7.2.3.1 - Caboolture West structure plan.

    b. Industrial lots have access to a sufficient level of infrastructure and essential services and convenient access to major transport routes.

    c. Reconfiguring a lot for industry purposes ensures that lot sizes and dimensions are appropriate for the scale, intensity and operation of uses consistent in the applicable sub-precinct.

    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 Enterprise and employment precinct and relevant sub-precinct outcomes as identified in Part 7.

7.2.3.7.3.2 Requirement for assessment

Part C - Criteria for assessable development - Reconfiguring a lot code - Enterprise and employment precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part C, Table 7.2.3.7.3.1 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 7.2.3.7.3.1 Assessable development - Reconfiguring a lot code - Enterprise and employment precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Where on a developable lot or creating developable lots	
Lot size and design	
PO1 Reconfiguring a lot does not result in additional lots.	No example provided.
Boundary realignment	
PO2 Boundary realignments do not result in the: a. fragmentation or alienation of the land or result in the loss of land for future urban purposes; b. delay the use of the land for urban purposes; c. existing land uses on-site becoming non-compliant due to: i. lot size; ii. parking requirements; iii. servicing; iv. dependant elements of an existing or approved land use being separately titled.	No example provided.

Where on a developed lot or creating developed lots	
Lot size and design	
PO3 Lots have appropriate area and dimension for the establishment of uses consistent with the applicable sub-precinct in the Enterprise and employment precinct, having regard to: a. convenient and safe access; b. on-site car parking; c. service vehicle access and manoeuvring; d. appropriately sited loading and servicing areas; e. setbacks, buffers to sensitive land uses and landscaping where required; f. lots provide for rear service lane access where possible. Note - Refer to the overall outcomes for the Enterprise and employment precinct and sub-precincts for consistent uses.	**E3** Development is in accordance with a Neighbourhood development plan. OR Lots comply with the following minimum sizes to facilitate appropriate uses and preferred scale and intensity of development: Town centre precinct / Sub-precincts — Min. lot size — Min. frontage All sub-precincts — 1000m^2 — 40m
PO4 The layout and frontage of lots does not result in: a. vehicle crossings on street frontages identified in a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.2.5 - Driveway crossover restrictions; b. additional vehicle cross overs that will impede pedestrian activity on the street frontage; c. lots having a primary street frontage of less than 20m are provided with a secondary street access for vehicle movement.	**E4** Development is in accordance with a Neighbourhood development plan.
PO5 Shared vehicle access arrangements are provided , where possible, between adjoining centre properties. Note - An access easement may be required to be registered to ensure shared access between properties is permitted.	**E5** Development is in accordance with a Neighbourhood development plan.
PO6	**E6**

The creation of allotments on major streets when shown on a Neighbourhood development plan (refer Figure 7.2.3.2 Movement, major streets) does not adversely affect the safety and efficiency of the road network. New lots on higher order roads are provided with a secondary street access for vehicle movements.	Development is in accordance with a Neighbourhood development plan.
PO7 Where adjacent to existing or proposed public spaces, reconfiguring a lot promotes safety, amenity and activity within the public space by facilitating connections to any existing footpaths or roadways.	**E7** Development is in accordance with a Neighbourhood development plan.
PO8 Reconfiguring a lot does not compromise potential future connections with adjoining roadways, uses or lots by way of inappropriate boundary or road reserve locations.	**E8** Development is in accordance with a Neighbourhood development plan.
PO9 The layout of the development results in the creation of a strong and positive identity through: a. the provision of clearly legible movement and open space networks; b. an appropriate design response to site and locality characteristics.	**E9** Development is in accordance with a Neighbourhood development plan.
PO10 Lots do not compromise the viability of adjoining lots and provide for optimum integration with existing or future development on surrounding land, having regard to: a. the connectivity of access and open space networks; b. the efficient provisions of infrastructure; c. the appropriate location of boundaries and road reserves.	**E10** Development is in accordance with a Neighbourhood development plan.
PO11 Cul-de-sac or dead end streets are not proposed unless:	**E11** Development is in accordance with a Neighbourhood development plan.

a. topography or other physical barriers exist to the continuance of the street network or connection to an existing road is not permitted; b. there are no appropriate alternative solutions; c. the cul-de-sac or dead end street will facilitate future connections to adjoining land or development. Note - Refer to Planning scheme policy - Integrated design for guidance on how to achieve compliance with this outcome.	
Utilities	
PO12 All services including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in accordance with Planning scheme policy - Integrated design (Appendix A).	No example provided.
Street design and network	
PO13 The street network creates convenient access to major streets for heavy vehicles and commercial traffic without introducing through traffic to residential streets. The street network is designed in accordance with a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.2 - Movement, major streets, Figure 7.2.3.2.2 - Indicative street network, Figure 7.2.3.2.3 - Movement, key streets and connections.	**E13** Development is in accordance with a Neighbourhood development plan.
PO14 The street network has sufficient reserve and pavement widths to cater for the current and intended function of the road in accordance with the road type in accordance with Planning scheme policy - Integrated design.	**E14** Development is in accordance with a Neighbourhood development plan.
PO15 Development maintains, contributes to or provides for interconnected street, pedestrian and cyclist networks. Note - Refer to Planning scheme policy - Neighbourhood design for guidance on how to achieve compliance with this outcome.	**E15** Development is in accordance with a Neighbourhood development plan.

PO16 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	**E16** Development is in accordance with a Neighbourhood development plan.
PO17 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs:	**E17.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable.

• Development is within 200m of a 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 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses and Industry greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces; • Development has a trip generation rate of 100 vehicles or more within the peak hour; • Development which dissects or significantly impacts on an environmental area or an environmental corridor. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable. **E17.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E17.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO18 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards.	**E18.1** Development is in accordance with a neighbourhood development plan. **E18.2** New intersection spacing (centreline – centreline) along a through road conforms with the following:

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.	a. Where the through road provides an access function: i. intersecting road located on same side = 60 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 60 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 40 metres. b. Where the through road provides a collector or sub-arterial function: i. intersecting road located on same side = 100 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 100 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 60 metres. c. Where the through road provides an arterial function: i. intersecting road located on same side = 300 metres; or ii. intersecting road located on opposite side (Left Right Stagger) = 300 metres; iii. intersecting road located on opposite side (Right Left Stagger) = 300 metres. d. Walkable block perimeter does not exceed 1000 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this PO.
PO19	**E19**

All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m.

Note - Frontage roads include streets where no direct lot access is provided.

Note - The road network is mapped on Overlay map - Road hierarchy.

Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following:

Situation	Minimum construction
Frontage road unconstructed or gravel road only; OR Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard; OR Frontage road partially constructed* to Planning scheme policy - Integrated design standard.	Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side. The minimum total travel lane width is: • 6m for minor roads; • 7m for major roads.

Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).

Note - Alignment within road reserves is to be agreed with Council.

Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

PO20	**E20**

Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road. Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.	Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed. Note - The road network is mapped on Overlay map - Road hierarchy.
PO21 Roads which provide access to the site from an arterial or sub-arterial road remain trafficable during major storm events without flooding or impacting upon residential properties or other premises.	**E21.1** Access roads to the development have sufficient longitudinal and cross drainage to remain safely trafficable during major storm (1% AEP) events. Note - The road network is mapped on Overlay map - Road hierarchy. Note - Refer to QUDM for requirements regarding trafficability.
	E21.2 Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the defined flood event, to upstream or downstream properties.

Access easements	
PO22 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO23 Where the access easement adjoins a constructed road, it has appropriate grade, verge cross section and safe sight distance for accessing vehicles, through traffic, and active transport users.	No example provided.
PO24 The easement covers all works associated with the access.	**E24** The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO25 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.

Stormwater location and design	
PO26 Where development is for an urban purpose that involves a land 2500m^2 or greater in size and results in 6 or more lots, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives. Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	No example provided.
PO27 Development is designed and constructed to achieve Water Sensitive Urban Design best practice including: a. protection of existing natural features; b. integrating public open space with stormwater corridors or infrastructure; c. maintaining natural hydrologic behaviour of catchments and preserving the natural water cycle; d. protecting water quality environmental values of surface and ground waters; e. minimising capital and maintenance costs of stormwater infrastructure. Note - Refer Planning scheme policy - Integrated design (Appendix C) for more information and examples on water sensitive urban design. Note - A site based stormwater management plan prepared in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this PO.	No example provided.
PO28	**E28**

<table>
<tr>
<td>Stormwater drainage infrastructure (including inter-allotment drainage) within private land is protected by easements in favour of Council with sufficient area for practical access for maintenance.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td>
<td>Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table>
<tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr>
<tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr>
<tr><td>Stormwater pipe up to 825mm diameter with sewer pipe up to 225m diameter</td><td>4.0m</td></tr>
<tr><td>Stormwater pipe greater than 825mm diameter</td><td>Easement boundary to be 1m clear of the outside wall of the stormwater pipe (each side)</td></tr>
</table>

Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.</td>
</tr>
<tr>
<td>PO29

Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.</td>
<td>No example provided.</td>
</tr>
<tr>
<td>PO30

Natural streams and riparian vegetation are retained and enhanced through revegetation.</td>
<td>No example provided.</td>
</tr>
<tr>
<td>PO31

Areas constructed as detention basins:

a. are adaptable for passive recreation;
b. appear to be a natural land form;
c. provide practical access for maintenance purposes;
d. do not create safety or security issues by creating potential concealment areas;
e. have adequate setbacks to adjoining properties;</td>
<td>E31

Stormwater detention basins are designed and constructed in accordance with Planning scheme policy - Integrated design (Appendix C) and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td>
</tr>
</table>

f. are located within land to be dedicated to Council as public land.	
PO32 Development maintains and improves the environmental values of waterway ecosystems.	No example provided.
PO33 A constructed water body proposed to be dedicated as public asset is to be avoided, unless there is an overriding need in the public interest	No example provided.
PO34 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E34** The surface level of a lot is at a minimum grade of 1:100 and slopes towards the street frontage, or other lawful point of discharge.
Stormwater management system	
PO35 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E35** The roads, drainage pathways, drainage features and waterways safely convey the stormwater flows for the defined flood event without allowing flows to encroach upon private lots.
PO36 Overland flow paths (for any storm event) from newly constructed roads and public open space areas do not pass through private lots and allow safe and convenient access for pedestrian and cyclists.	**E36** Drainage pathways are provided to accommodate overland flows from roads and public open space areas. The overland flow paths have a minimum width of 8m and are designed and constructed to allow safe and convenient access for pedestrians and cyclists.
PO37 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E37** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO38	No example provided.

The stormwater management system is designed to: a. protect the environmental values in downstream waterways; b. maintain ground water recharge areas; c. preserve existing natural wetlands and associated buffers; d. avoid disturbing soils or sediments; e. avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas; f. maintain and improve receiving water quality; g. protect natural waterway configuration; h. protect natural wetlands and vegetation; i. protect downstream and adjacent properties; j. protect and enhance riparian areas.	
PO39 Design and construction of the stormwater management system: a. utilise methods and materials to minimise the whole of lifecycle costs of the stormwater management system; b. are coordinated with civil and other landscaping works. Note - Refer to Planning scheme policy - Integrated design for guidance on how to demonstrate achievement of this performance outcome.	No example provided.
PO40 Where associated with a minor green corridor (refer Figure 7.2.3.4 - Green network and open space),development will adopt bio-retention systems for stormwater treatment that recognises and promotes Councils Total Water Cycle Management policy and the efficient use of water resources. Note - To determine the standards for stormwater management system construction refer to Planning scheme policy - Integrated design.	No example provided.

Boundary realignment	
PO41 Boundaries realignment:- a. does not result in the creation, or in the potential creation of, additional lots; b. is an improvement on the existing land use situation; c. do not result in existing land uses on-site becoming non-compliant with planning scheme criteria; d. results in lots which have appropriate size, dimensions and access to cater for uses consistent with the precinct, sub-precinct and any other relevant other precinct; e. infrastructure and services are wholly contained within the lot they serve; f. ensures the uninterrupted continuation of lots providing for their own private servicing.	No example provided.
Reconfiguring a lot other than creating freehold lots	
PO42 Reconfiguring a lot which creates or amends a community title scheme as described in the *Body Corporate and Community Management Act 1997* is undertaken in a way that does not result in existing uses on the land becoming unlawful or otherwise operating in a manner that is: a. inconsistent with any approvals on which those uses rely; or b. inconsistent with the requirements for accepted development applying to those uses at the time that they were established. Note -An examples of land uses becoming unlawful includes, but are not limited to the following land on which a building has been established is reconfigured in a way that precludes lawful access to required communal facilities by either incorporating some of those facilities into private lots or otherwise obstructing the normal access routes to those facilities. Those communal facilities may have been required under the requirements for accepted development for the use or conditions of development approval. Editor's note - To satisfy this performance outcome, the development application may need to be a combined application for reconfiguring a lot and a material change of use or otherwise	No example provided.

be supported by details that confirm that the land use still satisfies all relevant land use requirements.	
Reconfiguring by Lease	
PO43 Reconfiguring a lot which divides land or buildings by lease in a way that allows separate occupation or use of those facilities is undertaken in a way that does not result in existing uses on the land becoming unlawful or otherwise operating in a manner that is: a. inconsistent with any approvals on which those uses rely; or b. inconsistent with the requirements for accepted development applying to those uses at the time that they were established. Note - An example of a land use becoming unlawful is a building over which one or more leases have been created in a way that precludes lawful access to some of the required communal facilities. Some of the communal car parking facilities have been incorporated into lease areas while other leases are located in a way that obstructs the normal access routes to other communal facilities. Those communal facilities may have been required under the requirements for accepted development for the use or conditions of development approval, but they are no longer freely available to all occupants of the building. Editor's note -To satisfy this performance outcome, the development application may need to be supported by details that confirm that the land use still satisfies all relevant land use requirements. Editor's note – Under the definition in Schedule 2 of the Act, the following do not constitute reconfiguring a lot and are not subject to this performance outcome: a. a lease for a term, including renewal options, not exceeding 10 years; and b. an agreement for the exclusive use of part of the common property for a community titles scheme under the *Body Corporate and Community Management Act 1997*.	No example provided.
Volumetric subdivision	
PO44 The reconfiguring of the space above or below the surface of the land ensures appropriate area, dimensions and access arrangements to cater for uses consistent with the zone and does not result in existing land uses on site becoming non-compliant. Note - Example include but are not limited to:	No example provided.

a. Where a commercial or industrial land use contains an ancillary office, the office cannot be separately titled as it is considered part of the commercial or industrial use.	
Clearing of native vegetation	
PO45 Reconfiguring a lot facilitates the retention of native vegetation by: a. incorporating native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; b. ensuring habitat trees are located outside a development footprint. Where habitat trees are to be cleared, replacement fauna nesting boxes are provided at the rate of 1 nest box for every hollow removed. Where hollows have not yet formed in trees > 80cm in diameter at 1.3m height, 3 nest boxes are required for every habitat tree removed. c. providing safe, unimpeded, convenient and ongoing wildlife movement; d. avoiding creating fragmented and isolated patches of native vegetation. e. ensuring that biodiversity quality and integrity of habitats is not adversely impacted upon but are maintained and protected; f. ensuring that soil erosion and land degradation does not occur; g. ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies.	**E45** Development is in accordance with a Neighbourhood development plan.
Noise	
PO46 Noise attenuation structure (e.g. walls, barriers or fences): a. contribute to safe and usable public spaces, through maintaining high levels of surveillance of parks, streets and roads that serve active transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintain the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments	**E46** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless; i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible.

are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	
Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply) where on developable lots only 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.	
PO47 Lots are designed to: a. minimise the risk from bushfire hazard to each lot and provide the safest possible siting for buildings and structures; b. limit the possible spread paths of bushfire within the reconfiguring; c. achieve sufficient separation distance between development and hazardous vegetation to minimise the risk to future buildings and structures during bushfire events; d. maintain the required level of functionality for emergency services and uses during and immediately after a natural hazard event.	**E47** Reconfiguring a lot ensures that all new lots are of an appropriate size, shape and layout to allow for the siting of future buildings being located: a. within an appropriate development footprint; b. within the lowest hazard locations on a lot; c. to achieve minimum separation from any source of bushfire hazard of 20m or the distance required to achieve a Bushfire Attack Level (BAL) of more than 29 (as identified under AS3959-2009), whichever is the greater; d. to achieve a minimum separation from any retained vegetation strips or small areas of vegetation of 10m or the distance required to achieve a Bushfire Attack Level (BAL) of more than 29 (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.
PO48	**E48**

Lots provide adequate water supply and infrastructure to support fire-fighting.	For water supply purposes, reconfiguring a lot ensures that: a. lots have access to a reticulated water supply provided by a distributer-retailer for the area; or b. where no reticulated water supply is available, on-site fire fighting water storage containing not less than 10,000 litres and located within a development footprint.
PO49 Lots are designed to : a. promote safe site access by avoiding potential entrapment situations; b. promote accessibility and manoeuvring for fire fighting during bushfire.	**E49** Reconfiguring a lot ensures a new lot is provided with: a. direct road access and egress to public roads; b. an alternative access where the private driveway is longer than 100m to reach a public road; c. driveway access to a public road that has a gradient no greater than 12.5%; d. minimum width of 3.5m.
PO50 Lots ensure the road layout and design supports: a. safe and efficient emergency services access to sites; and manoeuvring within the subdivision; b. availability and maintenance of access routes for the purpose of safe evacuation.	**E50** Reconfiguring a lot provides a road layout which: a. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by: i. a cleared width of 20m; ii. road gradients not exceeding 12.5%; iii. pavement and surface treatment capable of being used by emergency vehicles; iv. Turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines. b. Or if the above is not practicable, a fire maintenance trail separates the lots from hazardous vegetation on adjacent lots incorporating: i. a minimum cleared width of 6m and minimum formed width of 4m;

	ii. gradient not exceeding 12.5%; iii. cross slope not exceeding 10%; iv. a formed width and erosion control devices to the standards specified in Planning scheme policy - Integrated design; v. a turning circle or turnaround area at the end of the trail to allow fire fighting vehicles to manoeuvre; vi. passing bays and turning/reversing bays every 200m; vii. an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service or located on public land. c. excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the lots from hazardous vegetation on adjacent lots; and d. excludes dead-end roads.
High voltage electricity line buffer(refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO51 Lots provide a development footprint outside of the buffer.	No example provided.
PO52 The creation of lots does not compromise or adversely impact upon the efficiency and integrity of supply.	**E52** No new lots are created in the buffer area.
PO53 The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.	**E53** No new lots are created in the buffer area.
PO54 Boundary realignments:	No example provided.

i. do not result in the creation of additional building development within the buffer; ii. result in the reduction of building development opportunities within the buffer.	
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO55 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure.	No example provided.
PO56 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow..	**E56** Development ensures that any buildings are not located in an Overland flow path area. Note: A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding property.
PO57 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.	No example provided.

Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	
PO58 Development ensures that overland flow is not conveyed from a road or public open space onto a private lot, unless the development is in a Rural zone.	**E58** Development ensures that overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot, unless the development is in the Rural zone.
PO59 Development ensures that Council and inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment flows and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E59.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E59.2** Development ensures that all Council and allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO60 Development protects the conveyance of overland flow such that easements for drainage purposes are provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one property; and c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples.	No example provided.

Note - Stormwater drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park(57)	
PO61 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E61** 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.

7.2.3.7.4 Green network precinct

7.2.3.7.4.1 Application - Reconfiguring a lot code - Green network precinct

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 Caboolture West local plan - Green network precinct, 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 7.2.3.7 - Reconfiguring a lot code and the following additional Caboolture West local plan - Green network precinct specific overall outcomes:

    a. Reconfiguring a lot is in accordance with any relevant approved Neighbourhood development plan that generally reflects the urban structure concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan and Figure 7.2.3.4 - Green network and open space.

    b. Reconfiguring a lot is of a size and design to achieve the intent and purpose of the Green network precinct.

    c. Development is for the provision of infrastructure and services associated with urban development.

    d. Reconfiguring a lot for park[(57)] and open space purpose is of sufficient size and dimensions to cater for the desired standard for service for park[(57)] and open space provision.

    e. Reconfiguring a lot for park[(57)] and open space purpose is located within walking distance to residential lots, and is designed and constructed to a standard sufficient to service the social, cultural and recreational needs of the community.

7.2.3.7.4.2 Requirement for assessment

Part D - Criteria for assessable development - Reconfiguring a lot code - Green network precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part D, Table 7.2.3.7.4.1 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 7.2.3.7.4.1 Assessable development - Reconfiguring a lot code - Green network precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcome
General	
PO1 Development is in accordance with an approved Neighbourhood development plan with regards to: a. the provision of infrastructure and services associated with reconfiguring a lot and land development; b. utilities;	No example provided.

<table>
<tr><td>c. parks and open space;

d. environmental and recreational facilities.</td><td></td></tr>
<tr><td colspan="2">Lot size and design</td></tr>
<tr><td>PO2

Reconfiguring a lot provides a lot size and design which accounts for protecting, maintaining and enhancing the ecological, natural and biodiversity values inherent in the precinct.</td><td>No example provided</td></tr>
<tr><td>PO3

Areas for recreation and open space purposes are provided in locations, and of a size and design standard to meet the recreational needs of the community in accordance with the relevant approved Neighbourhood development plan.</td><td>No example provided.</td></tr>
<tr><td>PO4

Areas of recreation and open space are of a size and design standard to meet the needs of the expected users. Parks(57) are provided as follows:

<table>
<tr><td>Open space type</td><td>Minimum area</td><td>Walking catchment</td><td>Rate</td></tr>
<tr><td>Small local park(57) recreation</td><td>0.3 ha - 0.5 ha</td><td>150-300m</td><td rowspan="2">0.5ha/1000 persons</td></tr>
<tr><td>Local park(57) recreation</td><td>0.5 ha - 1ha</td><td>400m</td></tr>
<tr><td>District park(57) recreation</td><td>4 ha</td><td>1.2km</td><td>0.5 ha/1000 persons</td></tr>
<tr><td>District civic park(57) (Town centre only)</td><td>3000m^2</td><td>n/a</td><td>n/a – only 1 needed in the Town centre</td></tr>
<tr><td>Regional/District sports*</td><td>4 parks add up to 80ha</td><td>n/a</td><td>4 parks @ 80ha each</td></tr>
</table>
* Regional and district parks have been identified on the Figure 7.2.3.4 - Green network and open space.</td><td>No example provided.</td></tr>
<tr><td>PO5</td><td>No example provided.</td></tr>
</table>

The safety and useability of areas for recreation and open space purposes are ensured through the careful design of the street network and lot locations which provide high levels of surveillance and access. The provision of parks will consider the following: a. local and district parks are bordered by streets and not lots wherever possible; b. where lots do address local and district parks, fencing is provided along the park(57) boundary at a maximum height of 1m prior to the sealing of the plan of subdivision; c. the design of fencing and retaining features allows for safe and direct pedestrian access between the park(57) and private allotment through the use of private gates and limited retaining features along park(57) boundaries.	
Utilities	
PO6 All services including water supply, sewerage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in a manner that: 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 Council's Total Water Cycle Management policy and the efficient use of water resources.	**E6** Each lot is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).

Vegetation clearing and environmental offsetting	
PO7 No vegetation clearing is permitted except for: a. the provision of infrastructure and services associated with reconfiguring a lot and land development; b. utilities; c. parks and open space; d. environmental and recreational facilities.	No example provided.
Boundary realignment	
PO8 Boundary realignments ensure that infrastructure and services are wholly contained within the lot they serve.	No example provided.
PO9 Boundary realignment does not result in: a. the creation of additional lots; b. existing land uses on-site becoming non-compliant with planning scheme criteria; c. lots being unserviced by infrastructure; d. lots not providing for own private servicing; e. lots of a size or dimension inconsistent with that identified for any precinct or sub-precinct; f. loss of habitat trees. 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; g. adverse impacts on the quality and integrity of the biodiversity and ecological values inherent to the Green network precinct.	No example provided.
Reconfiguring a lot other than creating freehold lots	
PO10	No example provided.

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 non-compliant or dependant elements of a use being separated by title.	
Volumetric subdivision	
PO11 The reconfiguring of the space above or below the surface of the land ensures appropriate area, dimensions and access arrangements to cater for uses consistent with the precinct and does not result in existing land uses on-site becoming non-compliant.	No example provided.

Access easements	
PO12 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO13 Where the access easement adjoins a constructed road, it has appropriate grade, verge cross section and safe sight distance for accessing vehicles, through traffic, and active transport users.	No example provided.
PO14 The easement covers all works associated with the access.	**E14** The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO15 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.

Stormwater location and design	
PO16 Where development is for an urban purpose that involves a land 2500m^2 or greater in size and results in 6 or more lots, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving	No example provided.

<table>
<tr><td>water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives.

Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).</td><td></td></tr>
<tr><td>PO17

Development is designed and constructed to achieve Water Sensitive Urban Design best practice including:

a. protection of existing natural features;

b. integrating public open space with stormwater corridors or infrastructure;

c. maintaining natural hydrologic behaviour of catchments and preserving the natural water cycle;

d. protecting water quality environmental values of surface and ground waters;

e. minimising capital and maintenance costs of stormwater infrastructure.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for more information and examples on water sensitive urban design.

Note - A site based stormwater management plan prepared in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this PO.</td><td>No example provided.</td></tr>
<tr><td>PO18

Stormwater drainage infrastructure (including inter-allotment drainage) within private land is protected by easements in favour of Council with sufficient area for practical access for maintenance.

Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.</td><td>E18

Stormwater drainage infrastructure (excluding detention and bio-retention systems) through or within private land (including inter-allotment drainage) is protected by easements in favour of Council. Minimum easement widths are as follows:

<table><tr><th>Pipe Diameter</th><th>Minimum Easement Width (excluding access requirements)</th></tr><tr><td>Stormwater pipe up to 825mm diameter</td><td>3.0m</td></tr></table></td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<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>
</table>
Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
</td></tr>
<tr><td>PO19

Areas constructed as detention basins:

a. are adaptable for passive recreation;

b. appear to be a natural land form;

c. provide practical access for maintenance purposes;

d. do not create safety or security issues by creating potential concealment areas;

e. have adequate setbacks to adjoining properties;

f. are located within land to be dedicated to Council as public land.</td><td>E19

Stormwater detention basins are designed and constructed in accordance with Planning scheme policy - Integrated design (Appendix C) and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td></tr>
<tr><td>PO20

Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.</td><td>No example provided.</td></tr>
<tr><td>PO21

Natural streams and riparian vegetation are retained and enhanced through revegetation.</td><td>No example provided.</td></tr>
<tr><td>PO22

Development maintains and improves the environmental values of waterway ecosystems.</td><td>No example provided.</td></tr>
</table>

PO23 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E23** The surface level of a lot is at a minimum grade of 1:100 and slopes towards the street frontage, or other lawful point of discharge.
Stormwater management system	
PO24 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E24** The roads, drainage pathways, drainage features and waterways safely convey the stormwater flows for the defined flood event without allowing flows to encroach upon private lots.
PO25 Overland flow paths (for any storm event) from newly constructed roads and public open space areas do not pass through private lots and allow safe and convenient access for pedestrians and cyclists.	**E25** Drainage pathways are provided to accommodate overland flows from roads and public open space areas. The overland flow paths have a minimum width of 8m and are designed and constructed to allow safe and convenient access for pedestrians and cyclists.
PO26 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E26** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO27 The stormwater management system is designed to: a. protect the environmental values in downstream waterways; b. maintain ground water recharge areas; c. preserve existing natural wetlands and associated buffers; d. avoid disturbing soils or sediments; e. avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas; f. maintain and improve receiving water quality;	No example provided.

g. protect natural waterway configuration; h. protect natural wetlands and vegetation; i. protect downstream and adjacent properties; j. protect and enhance riparian areas.	
PO28 Design and construction of the stormwater management system: a. utilise methods and materials to minimise the whole of life-cycle costs of the stormwater management system; and b. are coordinated with civil and other landscaping works. Note - To determine the standards for stormwater management system construction refer to Planning scheme policy - Integrated design.	No example provided.
PO29 Where connecting to or in association with a minor green corridor shown on a Neighbourhood development plan that reflects the urban structure concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan and Figure 7.2.3.4 Green network and open space, development will adopt bio-retention systems for stormwater treatment that recognises and promotes Council's Total Water Cycle Management policy and the efficient use of water resources. Note - To determine the standards for stormwater management system construction refer to Planning scheme policy - Integrated design	No example provided.
Noise	
PO30 Noise attenuation structure (e.g. walls, barriers or fences): a. contribute to safe and usable public spaces, through maintaining high levels of surveillance of parks, streets and roads that serve active transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintain the amenity of the streetscape.	**E30** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless; i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes)

Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Values and constraints criteria Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan or conditions of approval) the identified value or constraint under this planning scheme.	
Environmental areas (refer to Overlay map - Environmental areas to determine if the following assessment criteria apply)	
PO31 No new boundaries are located within 2m of High Value Areas.	No example provided.
PO32 Lots are designed to: a. minimise the extent of encroachment into the MLES waterway buffer or a MLES wetland buffer; b. ensure quality and integrity of biodiversity and ecological values is not adversely impacted upon but are maintained and protected; c. incorporate native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; d. provide safe, unimpeded, convenient and ongoing wildlife movement; e. avoid creating fragmented and isolated patches of native vegetation; f. ensuring that soil erosion and land degradation does not occur; g. ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies.	**E32** Reconfiguring a lot ensures that no additional lots are created within a Value Offset Area.

AND Where development results in the unavoidable loss of native vegetation within a MLES waterway buffer or a MLES wetland buffer, an environmental offset is required in accordance with the environmental offset requirements identified in Planning scheme policy - Environmental areas.	
High voltage electricity line buffer(refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO33 Lots provide a development footprint outside of the buffer.	No example provided.
PO34 The creation of lots does not compromise or adversely impact upon the efficiency and integrity of supply.	**E34** No new lots are created in the buffer area.
PO35 The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.	**E35** No new lots are created in the buffer area.
PO36 Boundary realignments: i. do not result in the creation of additional building development within the buffer; ii. result in the reduction of building development opportunities within the buffer.	No example provided.
Bulk water supply infrastructure buffer (refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO37 Lots provide a development footprint outside of the buffer.	No example provided.

PO38 The creation of lots does not compromise or adversely impact upon the efficiency and integrity of supply.	No example provided.
PO39 The creation of lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.	No example provided.
PO40 Boundary realignments: i. do not result in the creation of additional building development within the buffer; ii. results in the reduction of building development opportunities within the buffer.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO41 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure.	No example provided.
PO42 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property.	**E42** Development ensures that any buildings are not located in an Overland flow path area. Note: A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding property.

Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow..	
PO43 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	No example provided.
PO44 Development ensures that overland flow is not conveyed from a road or public open space onto a private lot.	**E44** Development ensures that overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot.
PO45 Development ensures that Council and inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment flows and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E45.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E45.2** Development ensures that all Council and allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.

PO46 Development protects the conveyance of overland flow such that easements for drainage purposes are provided over: a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one property; and c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	No example provided.
Additional criteria for development for a Park(57)	
PO47 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E47** 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.

7.2.3.7.5 Rural living precinct

7.2.3.7.5.1 Application - Reconfiguring a lot code - Rural living precinct

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 Caboolture West local plan - Rural living precinct, 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 7.2.3.7 - Reconfiguring a lot code and the following additional Caboolture West local plan - Rural living precinct specific overall outcomes:

    a. Reconfiguring a lot is undertaken for development purposes consistent with the development concept shown indicatively on Figure 7.2.3.1 - Caboolture West structure plan.

    b. Reconfiguring a lot does not result in lots smaller than 6000m^2, an average lot size of 8000m^2, except where subdivision of land is for the purpose of a Park**(57)** or Outdoor sport and recreation use**(55)**.

    c. Reconfiguring a lot retains a low density and open area character expected and anticipated in a rural living environment by avoiding the provision of undersized allotments.

    d. Reconfiguring a lot retains a clear transition between more intensively urbanised areas of Caboolture west, and it's largely undeveloped rural hinterland by avoiding the provision of undersized allotments.

    e. Reconfiguring a lot maintains and reinforces the distinction between urban areas and rural living areas by avoiding the provision of undersized allotments.

    f. 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.

    g. 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.

h. Reconfiguring a lot achieves the intent and purpose of the Rural living precinct outcomes as identified in section 7.2.3.5.2 above.

7.2.3.7.5.2 Requirement for assessment

Part E - Criteria for assessment development - Reconfiguring a lot code - Rural living precinct

Where development is categorised as assessable development - code assessment in the Table of Assessment, the assessment benchmarks are the criteria set out in Part E, Table 7.2.3.7.5.1 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 7.2.3.7.5.1 Assessable development - Reconfiguring a lot code - Rural living precinct

Performance outcomes	Examples that achieve aspects of the Performance Outcomes
Structure plan	
PO1 Development is in accordance with Figure 7.2.3.1 - Caboolture West structure plan with regards to: a. the provision of infrastructure and services associated with reconfiguring a lot and land development; b. utilities; c. parks and open space; d. the recognition and provision of minor green corridors.	No example provided.
Lot size and design	
PO2 Lot size and design maintains the low density, open space character associated with a rural living environment by achieving a minimum lot size of 6000m^2 and an average lot size of 8000m^2, except where subdivision of land is for the purpose of a Park**(57)** or Outdoor sport and recreation use**(55)**, Utility installation**(86)** or Telecommunication facility**(81)** where no minimum lot size applies.	No example provided.

PO3 Lot size and design complies with the minimum lot size and dimensions specified in PO2 above and accommodates the following: a. dwelling houseCould not findID-2693465-5150 and associated structures; b. vehicle access, parking and manoeuvring; c. private open space and landscaping; d. any required on-site services such as on-site effluent disposal areas, stormwater retention areas; and e. any necessary buffering from constrained areas and essential infrastructure.	No example provided.
PO4 Lot layout and street layout minimises the impacts of cutting, filling and retaining walls on the visual and physical amenity of the streetscape and adjoining lots.	**E4.1** Development ensures that any cutting, filling, retaining walls and earthworks have maximum vertical dimensions of 1m either as a single element or a step in a terrace or series of terraces.
	E4.2 Street alignment follows ridges or gullies or run perpendicular to slope.
PO5 Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge.	**E5** The surface level of a lot is at a minimum grade of 1:100 and slopes towards the street frontage, or other lawful point of discharge
Street design and layout	
PO6 Street layouts provide an efficient and legible movement network with high levels of connectivity within and external to the site by: a. facilitating increased activity transport through a focus on safety and amenity for pedestrians and cyclist; b. facilitating possible future connections to adjoining sites for roads, green linkages and other essential infrastructure.	**E6** Development is in accordance with Figure 7.2.3.2 - Movement, major streets , Figure 7.2.3.3 - Movement, walking and cycling.

Note - Refer to Planning scheme policy - Integrated design for guidance on how to achieve compliance with this outcome.	
PO7 Streets are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. The street design and construction accommodates the following functions: a. access to premises by providing convenient vehicular movement for residents between their homes and the major road network; b. safe and convenient pedestrian and cycle movement; c. adequate on street parking; d. stormwater drainage paths and treatment facilities; e. efficient public transport routes; f. utility services location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; i. expected traffic speeds and volumes; and j. wildlife movement (where relevant). Note - Preliminary road design (including all services, street lighting, stormwater infrastructure, access locations, street trees and pedestrian network) may be required to demonstrate compliance with this PO. Note - Refer to Planning scheme policy - Environmental areas and corridors for examples of when and where wildlife movement infrastructure is required.	**E7** Development is in accordance with Figure 7.2.3.2 - Movement, major streets, Figure 7.2.3.3 - Movement, walking and cycling.
PO8 The existing road network (whether trunk or non-trunk) is upgraded where necessary to cater for the impact from the development. Note - An applicant may be required to submit an Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment to demonstrate compliance with this PO, when any of the following occurs: ● Development is within 200m of a sensitive location such as a school, shopping centre, bus or train station or a large generator of pedestrian or vehicular traffic;	**E8.1** New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Design is to be in accordance with Planning scheme policy - Integrated design. Note - All turns vehicular access to existing lots is to be retained at new road intersections wherever practicable. Note - Existing on-street parking is to be retained at new road intersections and along road frontages wherever practicable.

• 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 4,000m^2 Gross Floor Area (GFA); • Retail activities including Hardware and trade supplies, Showroom, Shop or Shopping centre greater than 1,000m^2 GFA; • Warehouses and Industry greater than 6,000m^2 GFA; • On-site carpark greater than 100 spaces; • Development has a trip generation rate of 100 vehicles or more within the peak hour; • Development which dissects or significantly impacts on an environmental area or an environmental corridor. The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study. Note - The road network is mapped on Overlay map - Road hierarchy. Note - The primary and secondary active transport network is mapped on Overlay map - Active transport.	**E8.2** Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Design is in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Note - All turns vehicular access to existing lots is to be retained at upgraded road intersections wherever practicable. Note - Existing on-street parking is to be retained at upgraded road intersections and along road frontages wherever practicable. **E8.3** The active transport network is extended in accordance with Planning scheme policy - Integrated design.
PO9 New intersections along all streets and roads are located and designed to provide safe and convenient movements for all users. Note - Refer Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures for design and construction standards. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may	**E9.1** Development is in accordance with Figure 7.2.3.2 - Movement, major streets, Figure 7.2.3.3 - Movement, walking and cycling **E9.2** New intersection spacing (centreline – centreline) along a through road conforms with the following: a. Where the through road provides an access or collector function:

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.	i. intersecting road located on same side = 100 metres; ii. intersecting road location on opposite side = 50 metres. b. Where the through road provides a sub-arterial function: i. intersecting road located on same side = 300 metres; ii. intersecting road located on opposite side = 150 metres. c. Where the through road provides an arterial function: i. intersecting road located on same side = 500 metres; ii. intersecting road located on opposite side = 250 metres. d. Walkable block perimeter does not exceed 1500 metres. Note - Based on the absolute minimum intersection spacing identified above, all turns access may not be permitted (ie. left in/left out only) at intersections with sub-arterial roads or arterial roads. Note - The road network is mapped on Overlay map - Road hierarchy. Note - An Integrated Transport Assessment (ITA) including preliminary intersection designs, prepared in accordance with Planning scheme policy - Integrated transport assessment may be required to demonstrate compliance with this E. Intersection spacing will be determined based on the deceleration and queue storage distance required for the intersection after considering vehicle speed and present/forecast turning and through volumes.
PO10 All Council controlled frontage roads adjoining the development are designed and constructed in accordance with Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedure. All new works are extended to join any existing works within 20m. Note - Frontage roads include streets where no direct lot access is provided. Note - The road network is mapped on Overlay map - Road hierarchy.	**E10** Design and construct all Council controlled frontage roads in accordance with Planning scheme policy - Integrated design, Planning scheme policy - Operational works inspection, maintenance and bonding procedures and the following: **Situation** / **Minimum construction** Frontage road unconstructed or gravel road only; OR Construct the verge adjoining the development and the carriageway (including development side kerb and channel) to a

<table>
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<td>Note - The Primary and Secondary active transport network is mapped on Overlay map - Active transport.

Note - Roads are considered to be constructed in accordance with Council's standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td>
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<td>Frontage road sealed but not constructed* to Planning scheme policy - Integrated design standard;

OR

Frontage road partially constructed* to Planning scheme policy - Integrated design standard.</td>
<td>minimum sealed width containing near side parking lane (if required), cycle lane (if required), 2 travel lanes plus 1.5m wide (full depth pavement) gravel shoulder and table drainage to the opposite side.

The minimum total travel lane width is:

• 6m for minor roads;
• 7m for major roads.</td>
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Note - Major roads are sub-arterial roads and arterial roads. Minor roads are roads that are not major roads.

Note - Construction includes all associated works (services, street lighting and linemarking).

Note - Alignment within road reserves is to be agreed with Council.

Note - *Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures. Testing of the existing pavement may be required to confirm whether the existing works meet the standards in Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.
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<td>PO11

Sealed and flood free road access during the minor storm event is available to the site from the nearest arterial or sub-arterial road.

Editor's note - Where associated with a State-controlled road, further requirements may apply, and approvals may be required from the Department of Transport and Main Roads.</td>
<td>E11

Roads or streets giving access to the development from the nearest arterial or sub-arterial road are flood free during the minor storm event and are sealed.

Note - The road network is mapped on Overlay map - Road hierarchy.</td>
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<td>PO12

Cul-de-sacs or dead end streets are not proposed unless:</td>
<td>No example provided.</td>
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a. topography or other physical barriers exist to the continuance of street network; b. connection to an existing road is not permitted; c. there is no appropriate alternative solutions, d. the cul-des-sac or dead end street will facilitate future connections to adjoining land or development.	
Utilities	
PO13 All services, including water supply, sewage disposal, electricity, street lighting, telecommunications and gas (if available) are provided in a manner that: a. is effective in delivery of service and meets reasonable community expectations; b. has capacity to service the maximum lot yield envisaged for the zone and the service provider's design assumptions; c. ensures a logical, sequential, efficient and integrated roll out of the service network; d. is conveniently accessible in the event of maintenance or repair; e. minimises whole of life cycle costs for that infrastructure provided; f. minimises risk of potential adverse impacts on natural and physical environment; g. minimises risk of potential adverse impact on amenity and character values; and h. recognises and promotes Councils Total Water Cycle Management policy and the efficient use of water resources. Note - Refer to Planning scheme policy - Integrated design for guidance on how to achieve compliance with this outcome.	**E13** Each lot is provided with an appropriate level of service and infrastructure in accordance with Planning scheme policy - Integrated design (Appendix A).
Boundary realignment	
PO14 Boundary realignment:	No example provided.

a. does not result in the creation, or in the potential creation of, additional lots; b. does not result in lots of a size or dimension inconsistent with that identified for any precinct or sub-precinct. c. is an improvement on the existing land use situation; d. do not result in existing land uses on-site becoming non-compliant with planning scheme criteria; e. results in lots which have appropriate size, dimensions and access to cater for uses consistent with the precinct; f. infrastructure and services are wholly contained within the lot they serve; g. ensures the uninterrupted continuation of lots providing for their own private servicing; h. do not result in the loss of habitat trees. 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; i. do not result in adverse impacts on the quality and integrity of the biodiversity and ecological values inherent to a High Value Area identified in Overlay map - Environmental areas .	
Community title and lease	
PO15 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. Note - Examples may include but are not limited to:	No example provided.

a. Where a commercial or industrial land use contains an ancillary office[(53)], the office[(53)] cannot be separately titled as it is considered part of the commercial or industrial use. b. Where a Dwelling houseCould not findID-2693465-5150 includes a secondary dwelling or associated outbuildings, they cannot be separately titled as they are dependent on the Dwelling houseCould not findID-2693465-5150 use.	
Volumetric subdivision	
PO16 The reconfiguring of the space above or below the surface of the land ensures appropriate area, dimensions and access arrangements to cater for uses consistent with the precinct and does not result in existing land uses on-site becoming non-complying with planning scheme criteria. Note - Examples may include but are not limited to where a Dwelling houseCould not findID-2693465-5150 includes a secondary dwelling or associated outbuildings, they cannot be separately titled as they are dependent on the Dwelling houseCould not findID-2693465-5150 use.	No example provided.
Access easements	
PO17 Access easements contain a driveway constructed to an appropriate standard for the intended use.	No example provided.
PO18 Where the access easement adjoins a constructed road, it has appropriate grade, verge cross section and safe sight distance for accessing vehicles, through traffic, and active transport users.	No example provided.
PO19 The easement covers all works associated with the access.	**E19** The easement covers all driveway construction including cut and fill batters, drainage works and utility services.
PO20 Relocation or alteration of existing services are undertaken as a result of the access easement.	No example provided.

Stormwater location and design	
PO21 Where development: a. involves a land area of 2500m^2 or greater; and b. results in 6 or more lots, stormwater quality management systems are designed, constructed, established and maintained to minimise the environmental impact of stormwater on surface, groundwater and receiving water environments and meet the design objectives outlined in Schedule 10 - Stormwater management design objectives. Note - For Rural residential development with a density of 1.25 lots/dwellings per hectare and above, the entire development area is to be treated by the stormwater quality management system/s. For Rural residential development with a density less than 1.25 lots/dwellings per hectare, the road reserve is to be treated by the stormwater quality management system/s. Note - A site based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management. Stormwater quality infrastructure is to be designed in accordance with Planning scheme policy - Integrated design (Appendix C).	No example provided.
PO22 The development is planned and designed considering the land use constraints of the site and incorporates water sensitive urban design principles.	No example provided.
PO23 Stormwater drainage infrastructure (including inter-allotment drainage) within private land is protected by easements in favour of Council with sufficient area for practical access for maintenance. Note - In order to achieve a lawful point of discharge, stormwater easements may also be required over temporary drainage channels/infrastructure where stormwater discharges to a balance lot prior to entering Council's stormwater drainage system.	**E23** 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: **Pipe Diameter** — **Minimum Easement Width (excluding access requirements)** Stormwater pipe up to 825mm diameter — 3.0m

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<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>
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Note - Additional easement width may be required in certain circumstances in order to facilitate maintenance access to the stormwater system.

Note - Refer to Planning scheme policy - Integrated design (Appendix C) for easement requirements over open channels.
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<td>PO24

Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.</td>
<td>No example provided.</td>
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<td>PO25

Natural streams and riparian vegetation are retained and enhanced through revegetation.</td>
<td>No example provided.</td>
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<td>PO26

Areas constructed as detention basins:

a. are adaptable for passive recreation;
b. appear to be a natural land form;
c. provide practical access for maintenance purposes;
d. do not create safety or security issues by creating potential concealment areas;
e. have adequate setbacks to adjoining properties;
f. are located within land to be dedicated to Council as public land.</td>
<td>E26

Stormwater detention basins are designed and constructed in accordance with Planning scheme policy - Integrated design (Appendix C) and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</td>
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<td>PO27

Development maintains and improves the environmental values of waterway ecosystems within the Green network and minor green corridors.</td>
<td>No example provided.</td>
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<td>PO28</td>
<td>No example provided.</td>
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A constructed water body proposed to be dedicated as public asset is to be avoided, unless there is an overriding need in the public interest	
Stormwater management system	
PO29 The major drainage system has the capacity to safely convey stormwater flows for the defined flood event.	**E29** The roads, drainage pathways, drainage features and waterways safely convey the stormwater flows for the defined flood event without allowing flows to encroach upon private lots.
PO30 Overland flow paths (for any storm event) from newly constructed roads and public open space areas do not pass through private lots.	**E30** Drainage pathways are provided to accommodate overland flows from roads and public open space areas. The overland flow paths have a minimum width of 8m and are designed and constructed to allow safe and convenient access for pedestrians and cyclists.
PO31 Provide measures to properly manage surface flows for the 1% AEP event (for the fully developed catchment) draining to and through the land to ensure no actionable nuisance is created to any person or premises as a result of the development. The development must not result in ponding on adjacent land, redirection of surface flows to other premises or blockage of a surface flow relief path for flows exceeding the design flows for any underground system within the development.	**E31** The stormwater drainage system is designed and constructed in accordance with Planning scheme policy - Integrated design.
PO32 The stormwater management system is designed to: a. protect the environmental values in downstream waterways; b. maintain ground water recharge areas; c. preserve existing natural wetlands and associated buffers; d. avoid disturbing soils or sediments; e. avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas; f. maintain and improve receiving water quality; g. protect natural waterway configuration;	No example provided.

h. protect natural wetlands and vegetation; i. protect downstream and adjacent properties; j. protect and enhance riparian areas.	
PO33 Design and construction of the stormwater management system: a. utilise methods and materials to minimise the whole of life-cycle costs of the stormwater management system; b. are coordinated with civil and other landscaping works; c. achieves Councils Total Water Cycle Management policy and the efficient use of water resources. Note - To determine the standards for stormwater management system construction refer to Planning scheme policy - Integrated design.	No example provided.
PO34 Where associated with a minor green corridor (refer Figure 7.2.3.4 - Green network and open space), development will adopt bio-retention systems for stormwater treatment that recognises and promotes Councils Total Water Cycle Management policy and the efficient use of water resources. Note - To determine the standards for stormwater management system construction refer to Planning scheme policy - Integrated design.	No example provided.
Park and open space	
PO35 Areas for recreation and open space purposes are provided in locations, and of a size and design standard to meet the recreational needs of the community in accordance with Figure 7.2.3.4 - Green network and open space.	**E35** Development is in accordance with a Neighbourhood development plan.
PO36	**E36**

The safety and useability of parks[(57)] is ensured through the careful design of the street network and lot locations which provide high levels of surveillance and access into the park[(57)] or open space area. The provision of parks will consider the following: a. local and district parks[(57)] are bordered by streets and not lots wherever possible; b. where lots do addresses local and district parks[(57)], fencing is provided along the park[(57)] boundary at a maximum height of 1m prior to the sealing of the plan of subdivision; c. the design of fencing and retaining features allows for safe and direct pedestrian access between the park[(57)] and private allotment through the use of private gates and limited retaining features along park[(57)] boundaries.	Development is in accordance with a Neighbourhood development plan.
Clearing of native vegetation	
PO37 Reconfiguring a lot facilitates the retention of native vegetation by: a. incorporating native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; b. ensuring habitat trees are located outside a development footprint. Where habitat trees are to be cleared, replacement fauna nesting boxes are provided at the rate of 1 nest box for every hollow removed. Where hollows have not yet formed in trees > 80cm in diameter at 1.3m height, 3 nest boxes are required for every habitat tree removed. c. providing safe, unimpeded, convenient and ongoing wildlife movement; d. avoiding creating fragmented and isolated patches of native vegetation. e. ensuring that biodiversity quality and integrity of habitats is not adversely impacted upon but are maintained and protected; f. ensuring that soil erosion and land degradation does not occur; g. ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies.	No example provided.
PO38	No example provided.

Compensatory planting is located in the Caboolture West local plan - Green network precinct.	
Noise	
PO39 Noise attenuation structure (e.g. walls, barriers or fences): a. contribute to safe and usable public spaces, through maintaining high levels of surveillance of parks, streets and roads that serve active transport purposes (e.g. existing or future pedestrian paths or cycle lanes etc); b. maintain the amenity of the streetscape. Note - A noise impact assessment may be required to demonstrate compliance with this PO. Noise impact assessments are to be prepared in accordance with Planning scheme policy - Noise. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures.	**E39** Noise attenuation structures (e.g. walls, barriers or fences): a. are not visible from an adjoining road or public area unless; i. adjoining a motorway or rail line; or ii. adjoining part of an arterial road that does not serve an existing or future active transport purpose (e.g. pedestrian paths or cycle lanes) or where attenuation through building location and materials is not possible. b. do not remove existing or prevent future active transport routes or connections to the street network; c. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design. Note - Refer to Planning Scheme Policy – Integrated design for details and examples of noise attenuation structures. Note - Refer to Overlay map – Active transport for future active transport routes.
Values and constraints criteria	
Note - The relevant values and constraints criteria do not apply where the development is consistent with a current Development permit for Reconfiguring a lot or Material change of use or Operational work, where that approval has considered and addressed (e.g. through a development footprint plan (or similar in the case of Landslide hazard) or conditions of approval) the identified value or constraint under this planning scheme.	
Bushfire hazard (refer Overlay map - Bushfire hazard to determine if the following assessment criteria apply) Note - The preparation of a bushfire management plan in accordance with Planning scheme policy – Bushfire prone areas can assist in demonstrating compliance with the following performance criteria. The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO40 Lots are designed to: a. minimise the risk from bushfire hazard to each lot and provide the safest possible siting for buildings and structures;	**E40** Reconfiguring a lot ensures that all new lots are of an appropriate size, shape and layout to allow for the siting of future buildings being located: a. within an appropriate development footprint;

b. 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.	b. within the lowest hazard locations on a lot; c. to achieve minimum separation from any source of bushfire hazard of 20m or the distance required to achieve a Bushfire Attack Level (BAL) of more than 29 (as identified under AS3959-2009), whichever is the greater; d. to achieve a minimum separation from any retained vegetation strips or small areas of vegetation of 10m or the distance required to achieve a Bushfire Attack Level (BAL) of more than 29 (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.
PO41 Lots provide adequate water supply and infrastructure to support fire-fighting.	**E41** For water supply purposes, reconfiguring a lot ensures that: a. lots have access to a reticulated water supply provided by a distributer-retailer for the area; or b. where no reticulated water supply is available, on-site fire fighting water storage containing not less than 10,000 litres and located within a development footprint.
PO42 Lots are designed to : a. promote safe site access by avoiding potential entrapment situations; b. promote accessibility and manoeuvring for fire fighting during bushfire.	**E42** Reconfiguring a lot ensures a new lot is provided with: a. direct road access and egress to public roads; b. an alternative access where the private driveway is longer than 100m to reach a public road; c. driveway access to a public road that has a gradient no greater than 12.5%; d. minimum width of 3.5m.
PO43 Lots ensure the road layout and design supports: a. safe and efficient emergency services access to sites; and manoeuvring within the subdivision; b. availability and maintenance of access routes for the purpose of safe evacuation.	**E43** Reconfiguring a lot provides a road layout which: a. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by: i. a cleared width of 20m; ii. road gradients not exceeding 12.5%;

	iii. pavement and surface treatment capable of being used by emergency vehicles; iv. Turning areas for fire fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines. b. Or if the above is not practicable, a fire maintenance trail separates the lots from hazardous vegetation on adjacent lots incorporating: i. a minimum cleared width of 6m and minimum formed width of 4m; ii. gradient not exceeding 12.5%; iii. cross slope not exceeding 10%; iv. a formed width and erosion control devices to the standards specified in Planning scheme policy - Integrated design; v. a turning circle or turnaround area at the end of the trail to allow fire fighting vehicles to manoeuvre; vi. passing bays and turning/reversing bays every 200m; vii. an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service or located on public land. c. excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the lots from hazardous vegetation on adjacent lots; and d. excludes dead-end roads.
High voltage electricity line buffer(refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply) Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.	
PO44 Lots provide a development footprint outside of the buffer.	No example provided.

PO45 The creation of lots does not compromise or adversely impact upon the efficiency and integrity of supply.	**E45** No new lots are created in the buffer area.
PO46 The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work.	**E46** No new lots are created in the buffer area.
PO47 Boundary realignments: i. do not result in the creation of additional building development within the buffer; ii. result in the reduction of building development opportunities within the buffer.	No example provided.
Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply) Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.	
PO48 Development: a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure.	No example provided.
PO49 Development: a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow..	**E49** Development ensures that any buildings are not located in an Overland flow path area. Note: A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding property.

PO50 Development does not: a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or on a surrounding property, public land, road or infrastructure. Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	No example provided.
PO51 Development ensures that overland flow is not conveyed from a road or public open space onto a private lot, unless the development is in a Rural zone.	**E51** Development ensures that overland flow paths and drainage infrastructure is provided to convey overland flow from a road or public open space area away from a private lot, unless the development is in the Rural zone.
PO52 Development ensures that Council and inter-allotment drainage infrastructure, overland flow paths and open drains through private property cater for overland flows for a fully developed upstream catchment flows and are able to be easily maintained. Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises. Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow	**E52.1** Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM: a. Urban area – Level III; b. Rural area – N/A; c. Industrial area – Level V; d. Commercial area – Level V. **E52.2** Development ensures that all Council and allotment drainage infrastructure is designed to accommodate any event up to and including the 1% AEP for the fully developed upstream catchment.
PO53 Development protects the conveyance of overland flow such that easements for drainage purposes are provided over:	No example provided.

a. a stormwater pipe if the nominal pipe diameter exceeds 300mm; b. an overland flow path where it crosses more than one property; and c. inter-allotment drainage infrastructure. Note - Refer to Planning scheme policy - Integrated design for details and examples. Note - Stormwater drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.	
Additional criteria for development for a Park(57)	
PO54 Development for a Park(57) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that: a. public benefit and enjoyment is maximised; b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised.	**E54** 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.