|  |
| --- |
| **Table 7.2.3.7.2.2 Assessable development - Reconfiguring a lot code - Town centre precinct** |

|  |  |  |  |
| --- | --- | --- | --- |
| **Performance outcomes** | **Examples that achieve aspects of the Performance Outcomes** | **E Compliance**   * **Yes** * **No See PO or** * **NA** | **Justification for compliance** |
| **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:   1. fragmentation or alienation of the land or result in the loss of land for future urban purposes; 2. delay the use of the land for urban purposes; 3. existing land uses on-site becoming non-compliant due to:    1. lot size;    2. parking requirements;    3. servicing;    4. 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 of the Town centre precinct, having regard to:   1. convenient and safe access; 2. on-site car parking; 3. service vehicle access and manoeuvring; 4. appropriately sited loading and servicing areas; 5. setbacks, buffers to sensitive land uses and landscaping where required; 6. 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. | | **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 | Min. lot size | Min. frontage | | Sub-precincts | | | | All sub-precincts | 1000m2 | 40m | |  |  |
| **PO4**  The layout and frontage of lots does not result in:   1. 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; 2. additional vehicle cross overs that will impede pedestrian activity on the street frontage; 3. lots having a primary street frontage of less than 20m are provided with a secondary street access for vehicle movements. | **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**  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. | **E6**  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:   1. the provision of clearly legible movement and open space networks; 2. 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:   1. the connectivity of access and open space networks; 2. the efficient provisions of infrastructure; 3. the appropriate location of boundaries and road reserves. | **E10**  Development is in accordance with a Neighbourhood development plan. |  |  |
| **Reticulated supply** | |  |  |
| **PO11**  Each lot is provided with an appropriate level of service and infrastructure commensurate with the Town centre precinct. All services, including water supply, stormwater management, sewage disposal, electricity, telecommunications and gas (if available) are provided in a manner that:   1. is efficient in delivery of service; 2. is effective in delivery of service; 3. is conveniently accessible in the event of maintenance or repair; 4. minimises whole of life cycle costs for that infrastructure; 5. minimises risk of potential adverse impacts on the natural and built environment; 6. minimises risk of potential adverse impact on amenity and character values; 7. recognises and promotes Councils Total Water Cycle Management policy and the efficient use of water resources. | **E11**  New lots are provided with:   1. a connection to the reticulated water supply infrastructure network; 2. a connection to the reticulated sewerage infrastructure network; 3. a connection to the reticulated electricity infrastructure network; 4. where available, access to a high speed telecommunication network. |  |  |
| **Street network** | |  |  |
| **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**  Street layouts are designed to connect to surrounding neighbourhoods by providing an interconnected street, pedestrian and cyclist networks that connects nearby centres, neighbourhood hubs, community facilities, public transport nodes and open space to residential areas for access and emergency management purposes. 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 when alternative access points should be provided for emergency management purposes. | | **E15**  Development is in accordance with a Neighbourhood development plan. |  |  |
| **Stormwater location and design** | |  |  |
| **PO16**  Lots are of a sufficient grade to accommodate effective stormwater drainage to a lawful point of discharge. | **E16**  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. |  |  |
| **PO17**  The development is planned and designed considering:   1. the land use constraints of the site; 2. water sensitive urban design principles. | No example provided. |  |  |
| **PO18**  Stormwater drainage pipes and structures through or within private land are protected by easements in favour of Council with sufficient area for practical access for maintenance.   |  | | --- | | Note - refer to Planning scheme policy - Integrated design for guidance on how to demonstrate achievement of this performance outcome. | | No example provided. |  |  |
| **PO19**  Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion. | No example provided. |  |  |
| **PO20**  Natural streams and riparian vegetation are retained and enhanced through revegetation. | No example provided. |  |  |
| **PO21**  Areas constructed as detention basins are adaptable for passive recreation. | No example provided. |  |  |
| **PO22**  Development maintains and improves the environmental values of waterway ecosystems. | No example provided. |  |  |
| **PO23**  Constructed waterbodies proposed to be dedicated as public assets are to be avoided. | No example provided. |  |  |
| **Stormwater management system** | |  |  |
| **PO24**  The major drainage system has the capacity to safely convey stormwater flows for the defined flood event (DFE). | **E24**  The roads, drainage pathways, drainage features and waterways safely convey the stormwater flows for the defined flood event (DFE) without allowing flows to encroach upon private lots. |  |  |
| **PO25**  Overland flow paths (for any storm event) from roads and public open space areas do not pass through private lots. | **E25**  Drainage pathways are provided to accommodate overland flows from roads and public open space areas*.* |  |  |
| **PO26**  Development achieves design objectives in Tables A and B in Appendix 2 of the SPP.   |  | | --- | | Note - to demonstrate achievement of this performance outcome, a stormwater quality management is prepared by a suitably qualified person in accordance with Planning scheme policy - Stormwater management. | | No example provided. |  |  |
| **PO27**  The stormwater management system is designed to:   1. protect the environmental values in downstream waterways; 2. maintain ground water recharge areas; 3. preserve existing natural wetlands and associated buffers; 4. avoid disturbing soils or sediments; 5. avoid altering the natural hydrologic regime in acid sulphate soil and nutrient hazardous areas; 6. maintain and improve receiving water quality; 7. protect natural waterway configuration; 8. protect natural wetlands and vegetation; 9. protect downstream and adjacent properties; 10. protect and enhance riparian areas. | No example provided. |  |  |
| **PO28**  Design and construction of the stormwater management system:   1. utilise methods and materials to minimise the whole of life-cycle costs of the stormwater management system; 2. 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. |  |  |
| **PO29**  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** | |  |  |
| **PO30**  Boundary realignment:   1. does not result in the creation, or in the potential creation of, additional lots; 2. is an improvement on the existing land use situation; 3. do not result in existing land uses on-site becoming non-compliant with planning scheme criteria; 4. 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; 5. infrastructure and services are wholly contained within the lot they serve; 6. ensures the uninterrupted continuation of lots providing for their own private servicing. | No example provided. |  |  |
| **Reconfiguring a lot other than creating freehold lots** | |  |  |
| **PO31**  Reconfiguring a lot which creates or amends a community title scheme as described in the *Body Corporate and Community Management Act 199*7 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:   1. inconsistent with any approvals on which those uses rely; or 2. 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 dwelling([49](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60239e448163)) 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** | |  |  |
| **PO32**  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:   1. inconsistent with any approvals on which those uses rely; or 2. 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:   1. a lease for a term, including renewal options, not exceeding 10 years; and 2. 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** | |  |  |
| **PO33**  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:   1. 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. |  |  |
| **Clearing of native vegetation** | |  |  |
| **PO34**  Reconfiguring a lot facilitates the retention of native vegetation by:   1. incorporating native vegetation and habitat trees into the overall subdivision design, development layout, on-street amenity and landscaping where practicable; 2. 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. 3. providing safe, unimpeded, convenient and ongoing wildlife movement; 4. avoiding creating fragmented and isolated patches of native vegetation. 5. ensuring that biodiversity quality and integrity of habitats is not adversely impacted upon but are maintained and protected; 6. ensuring that soil erosion and land degradation does not occur; 7. ensuring that quality of surface water is not adversely impacted upon by providing effective vegetated buffers to water bodies. | **E34**  Development is in accordance with a Neighbourhood development plan. |  |  |
| **Noise** | |  |  |
| **PO35**  Noise attenuation structure (e.g. walls, barriers or fences):   1. 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); 2. 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. | | **E35**  Noise attenuation structures (e.g. walls, barriers or fences):   1. are not visible from an adjoining road or public area unless; 2. adjoining a motorway or rail line; or 3. 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. 4. do not remove existing or prevent future active transport routes or connections to the street network; 5. 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. | | | | |
| **PO36**  Lots are designed to:   1. minimise the risk from bushfire hazard to each lot and provide the safest possible siting for buildings and structures; 2. limit the possible spread paths of bushfire within the reconfiguring; 3. achieve sufficient separation distance between development and hazardous vegetation to minimise the risk to future buildings and structures during bushfire events; 4. maintain the required level of functionality for emergency services and uses during and immediately after a natural hazard event. | **E36**  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:   1. within an appropriate development footprint; 2. within the lowest hazard locations on a lot; 3. 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; 4. 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; 5. away from ridgelines and hilltops; 6. on land with a slope of less than 15%; 7. away from north to west facing slopes. |  |  |
| **PO37**  Lots provide adequate water supply and infrastructure to support fire-fighting. | **E37**  For water supply purposes, reconfiguring a lot ensures that:   1. lots have access to a reticulated water supply provided by a distributer-retailer for the area; or 2. 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. |  |  |
| **PO38**  Lots are designed to :   1. promote safe site access by avoiding potential entrapment situations; 2. promote accessibility and manoeuvring for fire fighting during bushfire. | **E38**  Reconfiguring a lot ensures a new lot is provided with:   1. direct road access and egress to public roads; 2. an alternative access where the private driveway is longer than 100m to reach a public road; 3. driveway access to a public road that has a gradient no greater than 12.5%; 4. minimum width of 3.5m. |  |  |
| **PO39**  Lots ensure the road layout and design supports:   1. safe and efficient emergency services access to sites; and manoeuvring within the subdivision; 2. availability and maintenance of access routes for the purpose of safe evacuation. | **E39**  Reconfiguring a lot provides a road layout which:   1. includes a perimeter road that separating the new lots from hazardous vegetation on adjacent lots incorporating by:    1. a cleared width of 20m;    2. road gradients not exceeding 12.5%;    3. pavement and surface treatment capable of being used by emergency vehicles;    4. Turning areas for fire fighting appliances in accordance with QLD Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines. 2. Or if the above is not practicable, a fire maintenance trail separates the lots from hazardous vegetation on adjacent lots incorporating:    1. a minimum cleared width of 6m and minimum formed width of 4m;    2. gradient not exceeding 12.5%;    3. cross slope not exceeding 10%;    4. a formed width and erosion control devices to the standards specified in Planning scheme policy - Integrated design;    5. a turning circle or turnaround area at the end of the trail to allow fire fighting vehicles to manoeuvre;    6. passing bays and turning/reversing bays every 200m;    7. an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service or located on public land. 3. 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 4. 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. | | | | |
| **PO40**  Lots provide a development footprint outside of the buffer. | No example provided. |  |  |
| **PO41**  The creation of lots does not compromise or adversely impact upon the efficiency and integrity of supply. | **E41**  No new lots are created within the buffer area. |  |  |
| **PO42**  The creation of new lots does not compromise or adversely impact upon access to the supply line for any required maintenance or upgrading work. | **E42**  No new lots are created within the buffer area. |  |  |
| **PO43**  Boundary realignments:   1. do not result in the creation of additional building development within the buffer; 2. 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. | | | | |
| **PO44**  Development:   1. minimises the risk to persons from overland flow; 2. 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. |  |  |
| **PO45**  Development:   1. 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; 2. 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. | | **E45**  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. | |  |  |
| **PO46**  Development does not:   1. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; 2. 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. |  |  |
| **PO47**  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. | **E47**  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. |  |  |
| **PO48**  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 | | **E48.1**  Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM:   1. Urban area – Level III; 2. Rural area – N/A; 3. Industrial area – Level V; 4. Commercial area – Level V. |  |  |
| **E48.2**  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. |  |  |
| **PO49**  Development protects the conveyance of overland flow such that easements for drainage purposes are provided over:   1. a stormwater pipe if the nominal pipe diameter exceeds 300mm; 2. an overland flow path where it crosses more than one property; and 3. 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](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60239e448382)**)** | |  |  |
| **PO50**  Development for a Park([57](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60239e448382)) ensures that the design and layout responds to the nature of the overland flow affecting the premises such that:   1. public benefit and enjoyment is maximised; 2. impacts on the asset life and integrity of park structures is minimised; 3. maintenance and replacement costs are minimised. | **E50**  Development for a Park([57](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60239e448382)) ensures works are provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated Design. |  |  |