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| **Table 7.2.3.2.3.1 Assessable development - Teaching and learning sub-precinct** |

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| **Performance outcomes** | **Examples that achieve aspects of the Performance Outcome** | **E Compliance*** **Yes**
* **No See PO or**
* **NA**
 | **Justification for compliance** |
| **General criteria** |
| **Centre network and function** |  |  |
| **PO1**Development in the Teaching and learning sub-precinct:1. reflects the prominence of the sub-precinct as a key focal point within the Town centre for education;
2. includes activities that have a synergy with the above;
3. does not undermine the viability, role or function of the Centre core or Mixed business sub-precincts within the Town centre;
4. does not undermine the viability, role or function of other centres in the Caboolture west area.

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| Note - Refer to Table 7.2.3.3 Caboolture West - Centre network. |

 | No example provided. |  |  |
| **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:1. 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);
2. ensuring buildings and individual tenancies address street frontages and other areas of pedestrian movement;
3. new buildings adjoin or are within 3m of a primary street frontage, civic space or public open space;
4. locating car parking areas behind or under buildings to not dominate the street environment;
5. providing visual interest to the façade (e.g. windows or glazing, variation in colours, materials, finishes, articulation, recesses or projections);
6. 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:1. does not adjoin a main street or a corner;
2. 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.

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| Note - Refer to Planning scheme policy - Centre and hub design for details and examples. |

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| **E3.4**Development on corner lots:1. addresses both street frontages;
2. expresses strong visual elements, including feature building entries.
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| **Setbacks** |  |  |
| **PO4**Side and rear setbacks are of a dimension to:1. cater for required openings, the location of loading docks and landscaped buffers etc.;
2. 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 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.

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| 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 level fronting pedestrian footpaths. Awnings:1. provide adequate protection for pedestrians from solar exposure and inclement weather;
2. are integrated with the design of the building and the form and function of the street;
3. do not compromise the provision of street trees and signage;
4. ensure the safety of pedestrians and vehicles (e.g. No support poles).
 | **E9**Buildings incorporate an awning that:1. is cantilevered;
2. extends from the face of the building;
3. has a minimum height of 3.2m and a maximum height of 4.2m above pavement level;
4. does not extend past a vertical plane of 1.5m inside the kerb line to allow for street trees and regulatory signage;
5. aligns with adjoining buildings to provide continuous shelter where possible.

**Figure - Awning requirements** Awning requirements |  |  |
| **PO10**All buildings exhibit a high standard of design and construction, which:1. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, cantilevered awning);
2. enables differentiation between buildings;
3. contributes to a safe environment;
4. incorporates architectural features within the building facade at the street level to create human scale;
5. treat or break up blank walls that are visible from public areas;
6. 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;
7. facilitate casual surveillance of all public spaces.
 | No example provided. |  |  |
| **PO11**Building entrances:1. are readily identifiable from the road frontage;
2. add visual interest to the streetscape;
3. are designed to limit opportunities for concealment;
4. are located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage;
5. include footpaths that connect with adjoining sites;
6. Provide a dedicated, sealed pedestrian footpath between the street frontage and the building entrance.

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| 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** |  |  |
| **PO12**The number of car parking spaces is managed to:1. 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;
2. not include an oversupply of car parking spaces.

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| 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.

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| **Land use** | **Maximum number of Car Spaces to be Provided** | **Minimum Number of Car Spaces to be Provided** |
| Non-residential | 1 per 30m2 of GFA  | 1 per 50m2 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 |

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| 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 dwelling([49](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448163)), Relocatable home park([62](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448511)), Residential care facility([65](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448576)), Retirement facility([67](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448657)). Note - Residential - Services/short term includes: Rooming accommodation([69](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448729)) or Short-term accommodation([77](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448936)).  |

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| 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.  |

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| No example provided. |  |  |
| **PO13**Car parking is designed to avoid the visual impact of large areas of surface car parking on the streetscape. |  |  |
| **PO14**Car parking design includes innovative solutions, including on-street parking and shared parking areas.

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| 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:1. does not impact on the safety of the external road network;
2. 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. |  |  |
| **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: 1. located along the most direct pedestrian routes between building entrances, car parks and adjoining uses;
2. protected from vehicle intrusion through the use of physical and visual separation (e.g. wheel stops, trees etc);
3. of a width to allow safe and efficient access for prams and wheelchairs.
 | No example provided. |  |  |
| **Bicycle parking and end of trip facilities**

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| 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.  |

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| **PO17**1. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include:
	1. adequate bicycle parking and storage facilities; and
	2. adequate provision for securing belongings; and
	3. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors.
2. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to:
	1. the projected population growth and forward planning for road upgrading and development of cycle paths; or
	2. 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
	3. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters.

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| 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.   |

 | **E17.1**Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number).

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| **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 |

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| 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.  |

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| **E17.2**Bicycle parking is:1. provided in accordance with *Austroads (2008), Guide to Traffic Management - Part 11: Parking*;
2. protected from the weather by its location or a dedicated roof structure;
3. located within the building or in a dedicated, secure structure for residents and staff;
4. adjacent to building entrances or in public areas for customers and visitors.

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| 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.  |

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| 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.  |

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| **E17.3**For non-residential uses, storage lockers:1. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number);
2. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).

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| 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.  |

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| **E17.4**For non-residential uses, changing rooms:1. are provided at a rate of 1 per 10 bicycle parking spaces;
2. are fitted with a lockable door or otherwise screened from public view;
3. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

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| --- | --- | --- | --- | --- | --- |
| **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 |

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| 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). |

1. are provided with:
	1. a mirror located above each wash basin;
	2. a hook and bench seating within each shower compartment;
	3. a socket-outlet located adjacent to each wash basin.

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| 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.  |

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| **Loading and servicing** |  |  |
| **PO18**Loading and servicing areas:1. are not visible from any street frontage;
2. are integrated into the design of the building;
3. include screening and buffers to reduce negative impacts on adjoining sensitive land uses;
4. are consolidated and shared with adjoining sites where possible.

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| Note - Refer to Planning scheme policy - Centre and neighbourhood hub design. |

 | No example provided. |  |  |
| **Waste** |  |  |
| **PO19**Bins and bin storage areas are designed, located and managed to prevent amenity impacts on the locality. | **E19**Bins and bin storage areas are designed, located and managed in accordance with Planning scheme policy - Waste. |  |  |
| **Landscaping and fencing** |  |  |
| **PO20**On-site landscaping:1. is incorporated into the design of the development;
2. reduces the dominance of car parking and servicing areas from the street frontage;
3. incorporates shade trees in car parking areas;
4. retains mature trees wherever possible;
5. contributes to quality public spaces and the microclimate by providing shelter and shade;
6. maintains the achievement of active frontages and sightlines for casual surveillance.

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| Note - All landscaping is to accord with Planning scheme policy - Integrated design. |

 | No example provided. |  |  |
| **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.

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| 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: 1. 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);
2. maintaining the amenity of the streetscape.

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| 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. |

 | **E25.1**Development is designed to meet the criteria outlined in the Planning Scheme Policy – Noise. |  |  |
| **E25.2**Noise attenuation structures (e.g. walls, barriers or fences):1. are not visible from an adjoining road or public area unless:
	1. adjoining a motorway or rail line; or
	2. 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.
2. do not remove existing or prevent future active transport routes or connections to the street network;
3. are located, constructed and landscaped in accordance with Planning scheme policy - Integrated design.

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| 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. |

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| **Works criteria** |
| **Utilities** |  |  |
| **PO26**The development is connected to an existing reticulated electricity supply system (approved by the relevant energy regulating authority) and the infrastructure does not negatively impact the streetscape.  | **E26**The development is connected to underground electricity. |  |  |
| **PO27**The development has access to telecommunications and broadband services in accordance with current standards. | No example provided. |  |  |
| **PO28**Where available the development is to safely connect to reticulated gas. | No example provided. |  |  |
| **PO29**The development provides for the treatment and disposal of sewage and other waste water in a way that will not cause environmental harm or pose a risk to public health.  | **E29.1**Where in a sewered area, the development is connected to a reticulated sewerage system. |  |  |
| **E29.2**Where not in a sewered area, the development is serviced by an appropriate on-site sewerage facility.

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| Note - A site and soil evaluation report is generally required to demonstrate compliance with this outcome.  Reports are to be prepared in accordance with The Plumbing and Drainage Act 2002.  |

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| **PO30**The development is provided with an adequate and sustainable supply of potable (drinking and general use e.g. gardening, washing, fire fighting) water.  | **E30.1**Where in an existing connections area or a future connections area as detailed in the Unitywater Water Connections Policy, the development is connected to the reticulated water supply system in accordance with the South East Queensland Water Supply and Sewerage Design and Construction Code and the relevant Water Service Association of Australia (WSAA) codes and standards.  |  |  |
| **E30.2**Where not in an existing connections area or a future connections area as detailed in the Unitywater Connections Policy, the development is provided with an adequate water supply of at least 45,000 litres by way of on-site storage which provides equivalent water quality and reliability to support the use requirements of the development.  |  |  |
| **PO31**The development is provided with dedicated and constructed road access. | No example provided. |  |  |
| **Access** |  |  |
| **PO32**Development provides functional and integrated car parking and vehicle access, that:1. 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.);
2. provides safety and security of people and property at all times;
3. does not impede active transport options;
4. does not impact on the safe and efficient movement of traffic external to the site;
5. where possible vehicle access points are consolidated and shared with adjoining sites.

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| Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples. |

 | No example provided. |  |  |
| **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:1. the development of the road network in the area;
2. the function or safety of the road network;
3. the capacity of the road network.

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| 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.

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| 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).  |

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| **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 lot layout allows forward 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 and located in accordance with:1. Where for a Council-controlled road, AS/NZS2890.1 section 3; or
2. 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 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.

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| Note - This includes queue lengths (refer to Schedule 8 Service vehicle requirements), pavement widths and construction. |

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| **E35.3**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.  |  |  |
| **E35.4**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.  |  |  |
| **PO36**Upgrade works (whether trunk or non-trunk) are provided where necessary to:1. ensure the type or volume of traffic generated by the development does not have a negative impact on the external road network;
2. ensure the orderly and efficient continuation of the active transport network;
3. ensure the site frontage is constructed to a suitable urban standard generally in accordance with Planning scheme policy - Integrated design.

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| Note - An Integrated Transport Assessment (ITA) may be required to demonstrate compliance with this performance outcome.  An ITA should be prepared in accordance with Planning scheme policy - Integrated transport assessment.  |
| Note - The road hierarchy is in accordance with a Neighbourhood development plan (conceptually shown on Figure 7.2.3.2 - Movement, Major streets).  |

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| Note - To demonstrate compliance with c. of this performance outcome, site frontage works where in existing road reserve (non-trunk) are to be designed and constructed as follows: 1. Where the street is partially established to an urban standard, match the alignment of existing kerb and channel and provide carriageway widening and underground drainage where required; or
2. Where the street is not established to an urban standard, prepare a design that demonstrates how the relevant features of the particular road as shown in the Planning scheme policy - Integrated Design can be achieved in the existing reserve.
 |
| Note - Refer to Planning scheme policy - Integrated design for road network and active transport network design standards. |

 | **E36**No example provided. |  |  |
| **Stormwater**    |  |  |
| **PO37**Stormwater run-off from the site is conveyed to a point of lawful discharge without causing nuisance or annoyance to any person, property or premises.

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| Note - Refer to Planning scheme policy - Integrated design for details and examples. |
| Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome.  |

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| 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**Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site.

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| 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. |  |  |
| **PO39**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.

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| Note - A site-based stormwater management plan prepared by a suitably qualified professional will be required in accordance with Planning scheme policy - Stormwater management.  |

 | No example provided. |  |  |
| **PO40**Easements for drainage purposes are provided over:1. stormwater pipes located within freehold land if the pipe diameter exceeds 300mm;
2. overland flow paths where they cross more than one property boundary.

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| 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. |  |  |
| **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:1. 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;
2. minimise as far as possible, impacts on the natural environment;
3. ensure stormwater discharge is managed in a manner that does not cause nuisance or annoyance to any person or premises;
4. 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 traps designed in accordance with the Urban Stormwater Quality Planning Guidelines, Planning scheme policy - Stormwater management and Planning scheme policy - Integrated design, including but not limited to the following: 1. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions;
2. stormwater discharged to adjoining and downstream properties does not cause scour and erosion;
3. stormwater discharge rates do not exceed pre-existing conditions;
4. the 10% AEP storm event is the minimum design storm for all temporary diversion drains; and
5. the 50% AEP storm event is the minimum design storm for all silt barriers and sedimentation basins.
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| **E42.2**Stormwater run-off, erosion and sediment controls are constructed prior to commencement of any clearing work or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness.

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| Note - The measures are adjusted on-site to maximise their effectiveness. |

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| **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.  |  |  |
| **PO43**Dust suppression measures are implemented during construction works to protect nearby premises from unreasonable dust impacts. | No example provided |  |  |
| **PO44**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.

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| Note - Where the amount of imported material is greater than 50m3, a haulage route must be identified and approved by Council.  |

 | **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.  Contractors' vehicles are generally not to be parked in existing roads.

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| Note - A Traffic Management Plan may be required for the site in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).  |

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| **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.  |  |  |
| **PO45**All disturbed areas are rehabilitated at the completion of construction.

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| 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:1. topsoiled with a minimum compacted thickness of fifty (50) millimetres;
2. grassed.

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| Note - These areas are to be maintained during any maintenance period to maximise grass coverage from grass seeding of these areas.  |

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| **PO46**The clearing of vegetation on-site:1. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works;
2. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land;
3. is disposed of in a manner which minimises nuisance and annoyance to existing premises.

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| Note - No burning of cleared vegetation is permitted. |

 | **E46.1**All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works.

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| Note - No parking of vehicles of storage of machinery or goods is to occur in these areas during development works. |

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| **E46.2**Disposal of materials is managed in one or more of the following ways:1. 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
2. all native vegetation with a diameter below 400mm is to be chipped and stored on-site.
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| **PO47**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** |  |  |
| **PO48**On-site earthworks are designed to consider the visual and amenity impact as they relate to:1. the natural topographical features of the site;
2. short and long-term slope stability;
3. soft or compressible foundation soils;
4. reactive soils;
5. low density or potentially collapsing soils;
6. existing fills and soil contamination that may exist on-site;
7. the stability and maintenance of steep rock slopes and batters;
8. excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential)

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| Note - Filling or excavation works are to be completed within six (6) months of the commencement date. |

 | **E48.1**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.  |  |  |
| **E48.2**Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep rock slopes and batters.  |  |  |
| **E48.3**All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion. |  |  |
| **E48.4**All filling or excavation is contained within the site. |  |  |
| **E48.5**All fill placed on-site is:1. limited to that required for the necessary approved use;
2. clean and uncontaminated (i.e. no building waste, concrete, green waste or contaminated material etc. is used as fill).
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| **E48.6**The site is prepared and the fill placed on-site in accordance with AS3798.

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| Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.  |

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| **E48.7**Materials used for structural fill are in accordance with AS3798.  |  |  |
| **E48.8**Inspection and certification of steep rock slopes and batters may be required by a suitably qualified and experienced RPEQ. |  |  |
| **PO49**Embankments are stepped, terraced and landscaped to not adversely impact on the visual amenity of the surrounding area. | **E49**Any embankments more than 1.5 metres in height are stepped, terraced and landscaped.  **Figure - Embankment** embankment |  |  |
| **PO50**On-site earthworks are undertaken in a manner that:1. does not adversely impact on a Council or public sector entity maintained infrastructure or any drainage feature on, or adjacent to the land;
2. 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.

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| Note - Public sector entity as defined in the *Sustainable Planning Act 2009*.  |

 | **E50.1**No earthworks are undertaken in an easement issued in favour of Council or a public sector entity.

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| Note - Public sector entity as defined in the *Sustainable Planning Act 2009*.  |

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| **E50.2**Earthworks that would result in any of the following are not carried out on-site:1. a reduction in cover over the Council or public sector entity maintained service to less than 600mm;
2. 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.

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| Note - Public sector entity as defined in the *Sustainable Planning Act 2009*.  |

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| **PO51**Filling or excavation does not result in land instability.

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| Note - A slope stability report prepared by an RPEQ may be required. |

 | No example provided. |  |  |
| **PO52**Filling or excavation does not result in1. adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway;
2. increased flood inundation outside the site;
3. any reduction in the flood storage capacity in the floodway;
4. any clearing of native vegetation.

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| 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** |  |  |
| **PO53**All earth retaining structures provide a positive interface with the streetscape and minimise impacts on the amenity of adjoining residents.  | **E53**Earth retaining structures:1. are not constructed of boulder rocks or timber;
2. where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary;

**Figure - Retaining on a boundary** Retaining on a boundary 1. 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;
2. 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.

  **Figure - Cut** Cut**Figure - Fill** Fill |  |  |
| **Fire Services**

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| Note - The provisions under this heading only apply if:1. the development is for, or incorporates:
	1. reconfiguring a lot for a community title scheme creating 1 or more vacant lots; or
	2. material change of use for 2 or more sole occupancy units on the same lot, or within the same community titles scheme; or
	3. material change of use for a Tourist park([84](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449196)) with accommodation in the form of caravans or tents; or
	4. material change of use for outdoor sales([54](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448307)), outdoor processing or outdoor storage where involving combustible materials.

AND1. none of the following exceptions apply:
	1. 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
	2. 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.  |

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| **PO54**Development incorporates a fire fighting system that:1. satisfies the reasonable needs of the fire fighting entity for the area;
2. is appropriate for the size, shape and topography of the development and its surrounds;
3. is compatible with the operational equipment available to the fire fighting entity for the area;
4. considers the fire hazard inherent in the materials comprising the development and their proximity to one another;
5. considers the fire hazard inherent in the surrounds to the development site;
6. is maintained in effective operating order.

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| 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.  |

 | **E54.1**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*.

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| Note - For this requirement for accepted development, the following are the relevant parts of AS 2419.1 (2005) that may be applicable: 1. 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](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449196)) 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;
2. 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);
3. 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:
	1. for dwellings and their associated outbuildings, hydrant coverage need only extend to the roof and external walls of those buildings;
	2. for caravans and tents, hydrant coverage need only extend to the roof of those tents and caravans;
	3. for outdoor sales([54](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448307)), processing or storage facilities, hydrant coverage is required across the entire area of the outdoor sales([54](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448307)), outdoor processing and outdoor storage facilities;
4. in regard to fire hydrant accessibility and clearance requirements - Part 3.5 and, where applicable, Part 3.6.
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| **E54.2**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: 1. an unobstructed width of no less than 3.5m;
2. an unobstructed height of no less than 4.8m;
3. constructed to be readily traversed by a 17 tonne HRV fire brigade pumping appliance;
4. an area for a fire brigade pumping appliance to stand within 20m of each fire hydrant and 8m of each hydrant booster point.
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| **E54.3**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*.  |  |  |
| **PO55**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.  | **E55**For development that contains on-site fire hydrants external to buildings:1. those external hydrants can be seen from the vehicular entry point to the site; or
2. a sign identifying the following is provided at the vehicular entry point to the site:
	1. the overall layout of the development (to scale);
	2. internal road names (where used);
	3. all communal facilities (where provided);
	4. the reception area and on-site manager’s office (where provided);
	5. external hydrants and hydrant booster points;
	6. physical constraints within the internal roadway system which would restrict access by fire fighting appliances to external hydrants and hydrant booster points.

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| Note - The sign prescribed above, and the graphics used are to be:1. in a form;
2. of a size;
3. 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.  |

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| **PO56**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.  | **E56**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.

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| Note - Technical note Fire hydrant indication system is available on the website of the Queensland Department of Transport and Main Roads.  |

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| **Use specific criteria** |
| **Major electricity infrastructure(**[43](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448008)**), Substation(**[80](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449077)**) and Utility installation(**[86](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449256)**)** |  |  |
| **PO57**The development does not have an adverse impact on the visual amenity of a locality and is:1. high quality design and construction;
2. visually integrated with the surrounding area;
3. not visually dominant or intrusive;
4. located behind the main building line;
5. below the level of the predominant tree canopy or the level of the surrounding buildings and structures;
6. camouflaged through the use of colours and materials which blend into the landscape;
7. treated to eliminate glare and reflectivity;
8. landscaped;
9. 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: 1. are enclosed within buildings or structures;
2. are located behind the main building line;
3. have a similar height, bulk and scale to the surrounding fabric;
4. have horizontal and vertical articulation applied to all exterior walls.
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| **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:1. do not create dead-ends or dark alleyways adjacent to the infrastructure;
2. minimise the number and width of crossovers and entry points;
3. provide safe vehicular access to the site;
4. do not utilise barbed wire or razor wire.
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| **PO59**All activities associated with the development occur within an environment incorporating sufficient controls to ensure the facility: 1. generates no audible sound at the site boundaries where in a residential setting; or
2. 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.  |  |  |
| **Retail and commercial uses** |  |  |
| **PO60**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.  | **E60**Retail and commercial uses within the teaching and learning sub-precinct consists of no more than:1. 1 small format supermarket with a maximum gfa of 500m2;
2. 10 small format retail or commercial tenancies with a maximum gfa of 100m2 each.
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| **PO61**Retail and food and drink outlets([28](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e447636)) 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](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449122))

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| Editor's note - In accordance with the Federal legislation Telecommunications facilities ([81](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449122))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.  |

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| **PO62**Telecommunications facilities([81](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449122)) are co-located with existing telecommunications facilities([81](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449122)), Utility installation([86](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449256)), Major electricity infrastructure([43](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448008)) or Substation([80](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449077)) if there is already a facility in the same coverage area.  | **E62.1**New telecommunication facilities([81](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449122)) are co-located on existing towers with new equipment shelter and associated structures positioned adjacent to the existing shelters and structures.  |  |  |
| **E62.2**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.  |  |  |
| **PO63**A new Telecommunications facility([81](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449122)) 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.  | **E63**A minimum of 45m2 is available at ground level to allow for additional equipment shelters and associated structures for the purpose of co-locating on the proposed facility.  |  |  |
| **PO64**Telecommunications facilities([81](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181" \l "target-d60297e449122" \o "Telecommunications facility - Premises used for systems that carry communications and signals by means of radio, including guided or unguided electromagnetic energy, whether such facility is manned or remotely controlled.)) do not conflict with lawful existing land uses both on and adjoining the site.  | **E64**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.  |  |  |
| **PO65**The Telecommunications facility([81](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449122)) does not have an adverse impact on the visual amenity of a locality and is: 1. high quality design and construction;
2. visually integrated with the surrounding area;
3. not visually dominant or intrusive;
4. located behind the main building line;
5. below the level of the predominant tree canopy or the level of the surrounding buildings and structures;
6. camouflaged through the use of colours and materials which blend into the landscape;
7. treated to eliminate glare and reflectivity;
8. landscaped;
9. otherwise consistent with the amenity and character of the zone and surrounding area.
 | **E65.1**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.  |  |  |
| **E65.2**In all other areas towers do not exceed 35m in height. |  |  |
| **E65.3**Towers, equipment shelters and associated structures are of a design, colour and material to:1. reduce recognition in the landscape;
2. reduce glare and reflectivity.
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| **E65.4**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. |  |  |
| **E65.5**The facility is enclosed by security fencing or by other means to ensure public access is prohibited. |  |  |
| **E65.6**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.

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| 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.  |

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| **PO66**Lawful access is maintained to the site at all times that does not alter the amenity of the landscape or surrounding uses. | **E66**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.  |  |  |
| **PO67**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.  | **E67**All equipment comprising the Telecommunications facility([81](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e449122)) 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.  |  |  |

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| **Values and constraints criteria**

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| 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.  |

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

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| 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.  |

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| **PO68**Development will:1. not diminish or cause irreversible damage to the cultural heritage values present on the site, and associated with a heritage site, object or building;
2. protect the fabric and setting of the heritage site, object or building;
3. be consistent with the form, scale and style of the heritage site, object or building;
4. utilise similar materials to those existing, or where this is not reasonable or practicable, neutral materials and finishes;
5. incorporate complementary elements, detailing and ornamentation to those present on the heritage site, object or building;
6. retain public access where this is currently provided.
 | **E68**Development is for the preservation, maintenance, repair and restoration of a site, object or building of cultural heritage value.

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| 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.  |

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| **PO69**Demolition and removal is only considered where:1. 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
2. demolition is confined to the removal of outbuildings, extensions and alterations that are not part of the original structure; or
3. limited demolition is performed in the course of repairs, maintenance or restoration; or
4. demolition is performed following a catastrophic event which substantially destroys the building or object.
 | No example provided. |  |  |
| **PO70**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)**

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| 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.  |

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| **PO71**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 other premises, public land, watercourses, roads or infrastructure.
 | No example provided. |  |  |
| **PO72**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.

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| 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. |

 | **E72**No example provided. |  |  |
| **PO73**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 other premises, public lands, watercourses, roads or infrastructure.

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| 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. |  |  |
| **PO74**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.  | **E74**Development ensures that a hazardous chemical is not located or stored in an Overland flow path area.

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| 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.  |

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| **PO75**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.  | **E75**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.  |  |  |
| **PO76**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.

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| 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 |

 | **E76.1**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.
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| **E76.2**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.  |  |  |
| **PO77**Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over:1. a stormwater pipe if the nominal pipe diameter exceeds 300mm;
2. an overland flow path where it crosses more than one premises;
3. inter-allotment drainage infrastructure.

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| 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-d60297e448382)**)** |  |  |
| **PO78**Development for a Park([57](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448382)) 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.
 | **E78**Development for a Park([57](http://consult.moretonbay.qld.gov.au/portal/mbrcpsv3?pointId=s1332743658181#target-d60297e448382)) 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)** |
| **PO79**Development within a High voltage electricity line buffer:1. is located and designed to avoid any potential adverse impacts on personal health and wellbeing from electromagnetic fields;
2. is located and designed in a manner that maintains a high level of security of supply;
3. is located and designed so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.
 | **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.  |  |  |