

9.4.2 Works code

9.4.2.1 Application - Works code

This code applies to assessing development, if:

1. self-assessable or assessable development where this code is an applicable code identified in the assessment criteria column of a table of assessment (Part 5);
2. impact assessable development (Part 5).

Note - This code does not apply to building work that is regulated under the Building Code of Australia.

When using this code, reference should be made to 5.3.1 Process for determining the level of assessment and, where applicable, 5.3.2 Determining the level of assessment located in Part 5.

For development made self-assessable or assessable for this Code in Part 5:

1. Part A of the code applies only to self-assessable development;
2. Part B of the code applies only to assessable development.

9.4.2.2 Purpose - Works code

1. The purpose of the Works code will be achieved through the following overall outcomes:
 - a. Safe, convenient, functionally efficient and attractive communities and environments are created that are consistent with the character and amenity of the relevant zone.
 - b. A high standard of electricity, telecommunications, roads, sewerage, water supply and street lighting services is provided to new development to meet the current and future needs of users of the site.
 - c. Infrastructure and services are provided in an efficient manner.
 - d. The development manages stormwater to:
 - i. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;
 - ii. prevent stormwater contamination and the release of pollutants;
 - iii. maintain or improve the structure and condition of drainage lines and riparian areas;
 - iv. avoid off-site adverse impacts from stormwater.
 - e. The development does not result in unacceptable impacts on the capacity and safety of the external road network.
 - f. The development ensures the safety, efficiency and usability of traffic movement, access ways and parking areas.
 - g. Site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.
 - h. All structures including bridges, pontoons and retaining walls are designed and constructed in accordance with current standards and meet their intended design life.
 - i. Development avoids areas subject to constraint, limitation, or environmental value. Where development cannot avoid these identified areas, it responds by:

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- i. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint, limitation or environmental value to minimise the potential risk to people, property and the environment;
- ii. ensuring no further instability, erosion or degradation of the land, water or soil resource;
- iii. when located within a Water buffer area, complying with the Water Quality Vision and Objectives contained in the Seqwater Development Guidelines: Development Guidelines for Water Quality Management in Drinking Water Catchments 2012.
- iv. maintaining, restoring and rehabilitating environmental values, including natural, ecological, biological, aquatic, hydrological and amenity values, and enhancing these values through the provision of planting and landscaping, and facilitating safe wildlife movement and connectivity through:
 - A. the provision of replacement, restoration, rehabilitation planting and landscaping;
 - B. the location, design and management of development to avoid or minimise adverse impacts on ecological systems and processes;
 - C. the requiring of environmental offsets in accordance with the Environmental Offsets Act 2014.
- v. protecting native species and protecting and enhancing species habitat;
- vi. protecting and preserving the natural, aesthetic, architectural historic and cultural values of significant trees, places, objects and buildings of heritage and cultural significance;
- vii. establishing effective separation distances, buffers and mitigation measures associated with identified infrastructure to minimise adverse effects on sensitive land uses from odour, noise, dust and other nuisance generating activities;
- viii. establishing, maintaining and protecting appropriate buffers to waterways, wetlands, native vegetation and significant fauna habitat;
- ix. ensuring it promotes and does not undermine the ongoing viability, integrity, operation, maintenance and safety of identified infrastructure;
- x. ensuring effective and efficient disaster management response and recovery capabilities;
- xi. where located in an overland flow path:
 - A. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;
 - B. development is resilient to the impacts of overland flow by ensuring the siting and design accounts for the potential risks to property associated with the overland flow;
 - C. development does not impact on the conveyance of the overland flow for any event up to and including the 1% AEP for the fully developed upstream catchment;
 - D. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or other premises, public lands, watercourses, roads or infrastructure.

9.4.2.3 Criteria for assessment

To determine if development is self-assessable, development is to comply with the self-assessable acceptable outcomes set out in Part A, Table 9.4.2.1. Where development does not meet a self-assessable acceptable outcome (SAO) of the relevant criteria Part A Table 9.4.2.1, assessment is against the corresponding performance outcome (PO) identified in the table below. This only occurs whenever a SAO is not met, and is therefore limited to the subject matter of the SAOs that are not complied with. To remove any doubt, for those SAOs that are complied with, there is no need for assessment against the corresponding PO.

Self-assessable acceptable outcome (SAO)	Corresponding performance outcomes (PO)
SAO1	PO64
SAO2	PO64
SAO3	PO66
SAO4	PO66

SAO5	PO66
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Where development is code assessable development in the Table of Assessment, the assessment criteria for that development are set out in Part B, Table 9.4.2.2.

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

Part A - Criteria for self-assessable development - Works

Table 9.4.2.1 Self-assessable development - Works

Self-assessable acceptable outcomes	
Works within a non-tidal artificial waterway	
SAO1	Pontoons, jetty's and berthed vessels are setback a minimum of 1.5 metres from the water allocation side boundaries.
SAO2	Boardwalks and decks are setback a minimum of 3 metres from the prolongation of side lot boundaries and extend no more than 3 metres seaward of the property boundary.
SAO3	Pontoons, jetty's, boardwalks and decks are not roofed.
SAO4	The underside of the jetty/gangway is a maximum of 300mm above the height of the revetment wall.
SAO5	All lighting, other than an aid to navigation, is hooded and directed downwards.

Part B - Criteria for assessable development - Works

Table 9.4.2.2 Assessable development - Works

Performance outcomes	Acceptable outcomes
Construction management	
<p>PO1</p> <p>All works on-site are managed to:</p> <ul style="list-style-type: none"> a. minimise as far as practicable, impacts on adjoining or adjacent premises and the streetscape in regards to erosion and sedimentation, dust, noise, safety and light; b. minimise as far as practicable, impacts on the natural environment; c. ensure stormwater discharge is managed in a manner that does not cause nuisance or annoyance to any person or premises; d. avoid adverse impacts on street trees and their critical root zone. <p><small>Note - Refer to Planning scheme policy - Integrated design for details and examples.</small></p>	<p>AO1.1</p> <p>Works incorporate temporary stormwater runoff, 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:</p> <ul style="list-style-type: none"> a. stormwater is not discharged to adjacent properties in a manner that differs significantly from pre-existing conditions; b. stormwater discharged to adjoining and downstream properties does not cause scour and erosion; c. stormwater discharge rates do not exceed pre-existing conditions; d. the 10% AEP storm event is the minimum design storm for all temporary diversion drains; e. the 50% AEP storm event is the minimum design storm for all temporary silt barriers and sedimentation basins.

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	<p>AO1.2</p> <p>Stormwater runoff, erosion and sediment controls are constructed prior to commencement of any clearing or earthworks and are maintained and adjusted as necessary at all times to ensure their ongoing effectiveness.</p> <p>Note - The measures are adjusted on-site to maximise their effectiveness.</p>
	<p>AO1.3</p> <p>The completed earthworks area is stabilised using turf, established grass seeding, mulch or sprayed stabilisation techniques to control erosion and sediment and dust from leaving the property.</p>
	<p>AO1.4</p> <p>Where works are proposed in proximity to an existing street tree, an inspection and a root management plan is undertaken by a qualified arborist which demonstrates and ensures that no permanent damage is caused to the tree.</p>
<p>PO2</p> <p>Dust suppression measures are implemented during soil disturbances and construction works to protect nearby premises from unreasonable dust impacts.</p>	<p>AO2</p> <p>No dust emissions extend beyond the boundaries of the site during soil disturbances and construction works.</p>
<p>PO3</p> <p>The clearing of vegetation on-site:</p> <ol style="list-style-type: none"> a. is limited to the area of infrastructure works, buildings areas and other necessary areas for the works; b. includes the removal of declared weeds and other materials which are detrimental to the intended use of the land; c. is disposed of in a manner which minimises nuisance and annoyance to existing premises. <p>Note - No burning of cleared vegetation is permitted.</p>	<p>AO3.1</p> <p>All native vegetation to be retained on-site is temporarily fenced or protected prior to and during development works.</p> <p>Note - No parking of vehicles or storage of machinery or goods is to occur in these areas during development works.</p> <p>AO3.2</p> <p>Disposal of materials is managed in one or more of the following ways:</p> <ol style="list-style-type: none"> a. all cleared vegetation, declared weeds, stumps, rubbish, car bodies, scrap metal and the like are removed and disposed of in a Council land fill facility; or b. all native vegetation with a diameter below 400mm is to be chipped and stored on-site.

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	<p>Note - The chipped vegetation must be stored in an approved location, preferably a park or public land.</p>
<p>PO4</p> <p>All disturbed areas are rehabilitated at the completion of construction.</p> <p>Note - Refer to Planning scheme policy - Integrated design for details.</p>	<p>AO4</p> <p>At completion of construction all disturbed areas of the site are to be:</p> <ol style="list-style-type: none"> topsoiled with a minimum compacted thickness of fifty (50) millimetres; grassed. <p>Note - These areas are to be maintained during any maintenance period to maximise grass coverage from grass seeding of these areas.</p>
<p>PO5</p> <p>Earthworks are undertaken to ensure that soil disturbances are staged into manageable areas of not greater than 3.5 hectares.</p> <p>Note - Soil disturbances of greater than 1 hectare require a site specific Erosion and Sediment Control Plan (ESCP).</p> <p>Note - Council will consider clearing of larger areas in exceptional circumstances based on the staging of development.</p>	<p>No acceptable outcome provided.</p>
<p>PO6</p> <p>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.</p>	<p>AO6.1</p> <p>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.</p>
	<p>AO6.2</p> <p>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.</p> <p>Note - A Traffic Management Plan may be required for the site in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).</p>
	<p>AO6.3</p> <p>Any material dropped, deposited or spilled on the road(s) as a result of construction processes associated with the site are to be cleaned at all times.</p>
<p>PO7</p>	<p>No acceptable outcome provided.</p>

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<p>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 control of the telecommunications authority, electricity authorities, the Council or other person engaged in the provision of public utility services, is carried out prior to the approval of the plan of subdivision.</p>	
Earthworks	
<p>PO8</p> <p>On-site earthworks are designed to consider:</p> <ol style="list-style-type: none"> a. the natural topographical features of the site; b. short and long-term slope stability; c. soft or compressible foundation soils; d. reactive soils; e. low density or potentially collapsing soils; f. existing fill and soil contamination that may exist on-site; g. the stability and maintenance of steep rock slopes and batters; h. the visual impact of the excavation (cut) and fill and impacts on the amenity of adjoining lots (e.g. residential). <p>Note - Filling or excavation works are to be completed within six months of the commencement date.</p>	<p>AO8.1</p> <p>All cut or fill batters are provided with appropriate scour, erosion protection and runoff control measures including catch drains at the top of batters and lined batter drains as necessary.</p> <p>AO8.2</p> <p>Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance of steep rock slopes and batters.</p> <p>AO8.3</p> <p>Inspection and certification of steep rock slopes and batters is required by a suitably qualified and experienced RPEQ.</p> <p>AO8.4</p> <p>All fill batters steeper than 1 (V) in 6 (H) on residential lots are fully turfed to prevent scour and erosion.</p> <p>AO8.5</p> <p>All fill and excavation is contained in the site.</p> <p>AO8.6</p> <p>All fill and excavation is free draining.</p> <p>AO8.7</p> <p>All fill placed on-site is:</p> <ol style="list-style-type: none"> a. limited to that area required for the necessary approved use; b. clean and uncontaminated (i.e. no building waste, concrete, green waste or contaminated material etc. is used as fill). <p>AO8.8</p>

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	<p>The site is prepared and the fill placed on-site in accordance with AS3798.</p> <p>Note - The fill is to be inspected and tested in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</p>
<p>PO9</p> <p>Fill is not placed on existing or proposed park⁽⁵⁷⁾ unless specifically approved in writing by Council's engineer.</p>	<p>No acceptable outcome provided.</p>
<p>PO10</p> <p>The location and extent of filling or excavation is limited to the extent necessary for the intended use of the site.</p>	<p>AO10</p> <p>Filling or excavation does not encroach onto areas which do not form part of the development.</p>
<p>PO11</p> <p>Filling or excavation does not result in:</p> <ol style="list-style-type: none"> adverse impacts on the hydrological and hydraulic capacity of the waterway or floodway; increased flood inundation outside the site; any reduction in the flood storage capacity in the flood way; and any clearing of native vegetation. <p>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.</p>	<p>No acceptable outcome provided.</p>
<p>PO12</p> <p>Filling or excavation does not result in land instability.</p> <p>Note - Steep rock slopes and batters are inspected and certified for long-term stability by a suitably qualified and experienced geotechnical engineer with RPEQ qualifications. Stabilisation measures are provided, as necessary, to ensure long-term stability and low maintenance.</p>	<p>No acceptable outcome provided.</p>
<p>PO13</p> <p>Council is provided with accurate representations of the completed works.</p>	<p>AO13</p> <p>On maintenance documentation is provided in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</p>
<p>Street network</p>	
<p>PO14</p>	<p>AO14.1</p> <p>Development provides for a street network based upon a modified grid pattern.</p>

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<p>Development provides for a transport network which is designed to achieve a high level of legibility, permeability and connectivity particularly for pedestrians, cyclists and public transport both within the development and to the surrounding area.</p>	<p>AO14.2</p> <p>Street design and construction is undertaken in accordance with the street typologies illustrated in Planning scheme policy - Integrated design.</p>
<p>PO15</p> <p>Street design and construction between zones has clear distinguishable attributes based on function, legibility, convenience, pedestrian and cyclist movement, street trees, verge widths, traffic volumes, vehicle speeds, public safety and amenity.</p>	<p>AO15</p> <p>Street design and construction is undertaken in accordance with the street typologies illustrated in Planning scheme policy - Integrated design.</p>
<p>PO16</p> <p>Street design prioritises the movement and needs of pedestrians, cyclists, and public transport uses while providing a setting for social interaction and community life.</p>	<p>AO16</p> <p>On street facilities for non-vehicular traffic such as concrete footpaths, street furniture, and cycle lanes are designed and constructed in accordance with relevant standards located in Planning scheme policy - Integrated design.</p>
<p>PO17</p> <p>The street design considers existing and future streetscapes in the surrounding area.</p>	<p>AO17</p> <p>All adjoining streets:</p> <ol style="list-style-type: none"> a. provide consistent footpath width, verge width, and road pavement widths where the street classifications are the same; b. provide landscape themes complimentary to each other that create a seamless transition between development sites.
<p>PO18</p> <p>All new Council controlled streets are designed and constructed in accordance with Planning scheme policy - Integrated design. The street design and construction accommodates the following primary functions:</p> <ol style="list-style-type: none"> a. access to premises, sightlines and public safety; b. on-street carparking for visitors; c. social and activity space; d. stormwater drainage paths and treatment facilities; e. public transport; f. utility services and stormwater drainage location; g. emergency access and waste collection; h. setting and approach (streetscape, landscaping and street furniture) for adjoining residences; 	<p>AO18.1</p> <p>Streets and roads are designed and constructed in the appropriate zone and precinct in accordance with Planning scheme policy - Integrated design and Austroads.</p>
	<p>AO18.2</p> <p>Street and road typology cross sections provide the design elements detailed in Planning scheme policy - Integrated design.</p>
	<p>AO18.3</p> <p>Road pavement and surfaces are designed and constructed in accordance with Planning scheme policy - Integrated design and Department of Transport and Main Roads standards.</p>
	<p>AO18.4</p>

<ul style="list-style-type: none"> i. safe efficient pedestrian and cycle movement; j. vehicle carriageway design; k. providing appropriate vehicle design speeds and volumes. 	<p>Laneways and associated works are designed and constructed in accordance with Planning scheme policy – Integrated design and the following:</p> <ul style="list-style-type: none"> a. central stormwater drainage systems are to contain the minor storm ARI (piped) and major storm ARI (overland); b. reinforced concrete road pavement with colour and finish resembling a residential driveway in appearance. Concrete to be designed in accordance with rigid road pavement design principles; c. industrial standard crossover at each end of the laneway, to cater for the turning movements of garbage collection trucks; d. where a laneway provides access to residential lots it must: <ul style="list-style-type: none"> i. provide grade separation a minimum of 400mm between the laneway lots and the park⁽⁵⁷⁾ area; ii. dedicate a minimum 2.0m wide pathway as road reserve along the park⁽⁵⁷⁾ frontage of the lots to contain all services and a 1.5m wide concrete path; iii. not locate electrical and water services in the laneway unless necessary to provide street lighting in accordance with the relevant Australian Standard.
	<p>AO18.5</p> <p>Stormwater treatment is designed to capture pollutants 'at source' in lieu of end of line where possible.</p>
	<p>AO18.6</p> <p>On-street car parking is provided at a rate of no less than the rates identified in Planning scheme policy - Integrated design.</p>
	<p>AO18.7</p> <p>Street verge profiles and widths are provided in accordance with Planning scheme policy - Integrated design.</p>
	<p>AO18.8</p> <p>Typical service conduit sections are provided in locations in accordance with IPWEAQ standard drawings in Planning scheme policy - Integrated design.</p>

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	<p>AO18.9</p> <p>Areas of grass verge are to be graded away from the allotment at 1 in 20.</p> <p>Note - Council may approve a rising grade of 1 in 8 within 1 m of the property boundary.</p>
	<p>AO18.10</p> <p>Typical driveway grades extending from the street to within the allotments are provided in accordance with IPWEAQ standard drawings in Planning scheme policy - Integrated design.</p>
<p>PO19</p> <p>Kerb and channel is provided to adequately convey road surface runoff to catchpits and other drainage features, including subsoil drains.</p>	<p>AO19.1</p> <p>Kerb and channel is provided in accordance with Planning scheme policy - Integrated design.</p>
<p>PO20</p> <p>All Council controlled frontage roads are designed and constructed in accordance with Planning scheme policy - Integrated design, and are provided with appropriate speed control devices.</p> <p>Note - Frontage roads include streets where no direct lot access is provided.</p>	<p>AO19.2</p> <p>Subsoil drains are to be provided in accordance with Planning scheme policy - Integrated design.</p> <p>Note - Council will consider Water Sensitive Urban Design alternatives based on their merit.</p>
<p>PO21</p> <p>Sealed and trafficable road access during the minor storm event is available to the site from the nearest Major Road.</p>	<p>AO20</p> <p>Where existing frontage roads do not form part of the modified grid pattern, and were created prior to the adoption of the current planning scheme, frontage roads are to be designed and constructed to integrate into the existing street network.</p>
<p>PO22</p> <p>Road cross drainage ensures that roads which provide access to the site from a major road remain trafficable during major and minor storm events without flooding or impacting upon residential properties or other premises.</p>	<p>AO21</p> <p>Roads or streets giving access to the development from the nearest major road are sealed to a minimum width of 6.0 metres.</p> <p>Note - Roads are defined as flood free when the access road has minor drainage systems for longitudinal flow which conforms to Table 7.3.1 and Table 7.4.1 of QUDM.</p>
	<p>AO22.1</p> <p>Culverts and causeways are considered trafficable when the maximum flow depth within a trafficable lane does not exceed 200mm and the depth* velocity product does not exceed 0.3 m²/s.</p>

	<p>AO22.2</p> <p>Culverts and causeways do not increase inundation levels or increase velocities, for all events up to the Defined Flood Event, to upstream properties.</p>
<p>PO23</p> <p>New roadworks (new internal roads and frontage roadworks) are extended to join any existing roadworks that are within 20 metres of the end of the new roadwork within and fronting the development.</p>	<p>No acceptable outcome provided.</p>
<p>PO24</p> <p>Intersections along all streets and roads are located and designed to provide safe and convenient movements for all users.</p>	<p>AO24.1</p> <p>Intersections are designed and constructed in accordance with Planning scheme policy - Integrated design.</p> <hr/> <p>AO24.2</p> <p>Intersection spacing (centreline – centreline) along a through road conforms with the following:</p> <ul style="list-style-type: none"> a. Roads in urban areas <ul style="list-style-type: none"> i. Where the through road provides an access or residential street function: <ul style="list-style-type: none"> A. intersecting road located on same side = 60 metres; or B. intersecting road located on opposite side = 40 metres. ii. Where the through road provides a local collector or district collector function: <ul style="list-style-type: none"> A. intersecting road located on same side = 100 metres; or B. intersecting road located on opposite side = 60 metres. iii. Where the through road provides a sub-arterial function: <ul style="list-style-type: none"> A. intersecting road located on same side = 250 metres; or B. intersecting road located on opposite side = 100 metres. iv. Where the through road provides an arterial function:

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	<ul style="list-style-type: none">A. intersecting road located on same side = 350 metres; orB. intersecting road located on opposite side = 150 metres. <p>v. Block perimeter does not exceed:</p> <ul style="list-style-type: none">A. 600 metres in the Coastal communities precinct and Suburban neighbourhood precinct;B. 500 metres in the Next generation neighbourhood precinct;C. 400 metres in the Urban neighbourhood precinct. <p>b. Roads in rural areas</p> <ul style="list-style-type: none">i. Where the through road provides an access or collector function:<ul style="list-style-type: none">A. intersecting road located on same side = 100 metres;B. intersecting road located on opposite side = 50 metres.ii. Where the through road provides a sub-arterial function:<ul style="list-style-type: none">A. intersecting road located on same side = 300 metres;B. intersecting road located on opposite side = 150 metres.iii. When the through road provides an arterial function:<ul style="list-style-type: none">A. intersecting road located on the same side = 500 metres;B. intersecting road located on opposite side = 250 metres.iv. Block perimeter does not exceed 1500 metres in the Rural residential zone. <p>c. Roads in commercial and industrial areas</p> <ul style="list-style-type: none">i. Where the through road provides an access function:
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	<ul style="list-style-type: none"> A. intersecting road located on the same side = 60 metres; B. intersecting road located on opposite side (Left Right Stagger) = 60 metres; C. intersecting road located on opposite side (Right Left Stagger) = 40 metres. <ul style="list-style-type: none"> ii. Where the through road provides a collector or sub-arterial function: <ul style="list-style-type: none"> A. Intersecting road located on the same side = 100 metres; B. Intersecting road located on opposite side (Left Right Stagger) = 100 metres; C. Intersecting road located on opposite side (Right Left Stagger) = 60 metres. iii. Where the through road provides an arterial function: <ul style="list-style-type: none"> A. Intersecting road located on the same side = 300 metres; B. Intersecting road located on opposite side (Left Right Stagger) = 300 metres; C. Intersecting road located on opposite side (Right Left Stagger) = 300 metres; D. Block perimeter does not exceed 1000 metres.
<p>PO25</p> <p>Existing on-street car parking is retained, wherever practicable, at new or upgraded road intersections and frontage roads.</p>	<p>AO25.1</p> <p>Intersection design identifies the existing location of on-street carparking. New or augmented intersections are to ensure there is no loss of on-street car parking due to the intersection configuration.</p> <p>AO25.2</p> <p>Frontage road design and construction retains existing on-street parking wherever practicable.</p>
<p>PO26</p> <p>Vehicular access to existing lots is retained, wherever practicable, at new or upgraded road intersections.</p> <p>Note - Allotment access locations must comply with AS2890.1 Section 3.</p>	<p>No acceptable outcome provided.</p>

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<p>PO27</p> <p>New vehicular access locations are provided which are safe and convenient for the future users.</p>	<p>AO27</p> <p>Proposed access points to allotments from existing or proposed roads are to be indicated on the drawings. Access locations shall be in accordance with Section 3 AS2890.1.</p>
<p>PO28</p> <p>The existing road network is upgraded where necessary to cater for the traffic impact from the development.</p> <p>Note - An Integrated Transport Assessment (ITA) may be required to demonstrate compliance with this PO. An ITA should be prepared in accordance with Planning scheme policy - Integrated transport assessment.</p>	<p>AO28.1</p> <p>New intersections onto existing roads are designed to accommodate traffic volumes and traffic movements taken from a date 10 years from the date of completion of the last stage of the development. Detailed design is to be in accordance with Planning scheme policy - Integrated design.</p>
	<p>AO28.2</p> <p>Existing intersections external to the site are upgraded as necessary to accommodate increased traffic from the development. Detailed design is in accordance with Planning scheme policy - Integrated design.</p> <p>Note - An applicant will be required to submit a Integrated Transport Assessment (ITA), prepared in accordance with Planning scheme policy - Integrated transport assessment, when any of the following occurs:</p> <ul style="list-style-type: none"> • Forecast traffic to/from the development exceeds 5% of the two way flow on the adjoining road or intersection, and congestion currently exists or is anticipated within 10 years of the development completion, or is near a sensitive location. • Development access onto a sub arterial, or arterial road or within 100m of a signalised intersection, • Residential development greater than 50 lots or dwellings, • Commercial offices greater than 4,000m² Gross Floor Area (GFA), • Retail greater than 1,000m² GFA, • Warehouses⁽⁸⁸⁾ greater than 6000m² GFA, • On-site carpark greater than 100 spaces. <p>The ITA is to review the development's impact upon the external road network for the period of 10 years from completion of the development. The ITA is to provide sufficient information for determining the impact and the type and extent of any ameliorative works required to cater for the additional traffic. The ITA must include a future structural road layout of adjoining properties that will form part of this catchment and road connecting to these properties. The ITA is to assess the ultimate developed catchment's impacts and necessary ameliorative works, and the works or contribution required by the applicant as identified in the study.</p>
<p>PO29</p>	<p>AO29.1</p>

<p>The pedestrian and bikeway network is designed to provide for safe, attractive and convenient movement of pedestrians and cyclists between each residential precinct and major attractions such as neighbourhood hubs, community activities, parks, sporting facilities, bus routes (existing and planned) and railway stations.</p>	<p>All pathways are provided in accordance with IPWEAQ standard drawings in Planning scheme policy - Integrated design.</p> <p>AO29.2</p> <p>Pathway and cycle lane widths are in accordance with Planning scheme policy - Integrated design.</p>
<p>PO30</p> <p>The road design facilitates walking and cycling within the neighbourhood and to neighbourhood hubs and local centres.</p>	<p>AO30.1</p> <p>All pathways are provided in accordance with IPWEAQ standard drawings and connect with:</p> <ol style="list-style-type: none"> a. any existing concrete footpaths/cycle paths within 20m of the pathway; b. any proposed concrete footpaths/cycle paths in the development within 20m of the pathway; c. the kerb and channel by way of a kerb ramp; d. where there is no kerb and channel, the carriageway. <p>AO30.2</p> <p>Kerb ramps are provided in accordance with Planning scheme policy - Integrated design.</p>
<p>PO31</p> <p>All Council controlled roads contain measures to ensure safety from errant vehicles, where there is a medium to high risk of significant damage or injury.</p>	<p>AO31</p> <p>Safety barriers are provided in the following situations:</p> <ol style="list-style-type: none"> a. fill formations on straights and curves where the height of the shoulder exceeds 4.5m and the slope of the fill batter is steeper than 1(V) in 4(H); b. where the consequences of a vehicle leaving the road would be severe (e.g. adjacent to a railway, river, creek, retaining wall, large structure or large tree); c. where the effective formation width is reduced (e.g. at a bridge or culvert); d. on roads in a rural area on the outside of substandard curves where: <ol style="list-style-type: none"> i. the curve design speed is 20kph less than the design speed of the road immediately preceding the curve; or ii. height of fill exceeds 2m; or iii. slope of the fill batter is steeper than 1(V) in 4 (H);

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	<p>e. split level roads where the height of fill exceeds 2m;</p> <p>f. medians of divided roads where the slope across the median exceeds 1(V) in 4(H).</p> <p>Note - An RPEQ must design, position and certify that safety barriers are provided in accordance with Austroad Standards.</p>
<p>PO32</p> <p>Intersections are controlled to provide a safe environment for all street users.</p>	<p>AO32.1</p> <p>All four way residential street intersections include measures to clearly define priorities.</p>
	<p>AO32.2</p> <p>All four way intersections, where the through road provides a collector or neighbourhood collector function, or are two lanes wide, provides a roundabout in accordance with the provisions of Austroads standards.</p>
	<p>AO32.3</p> <p>All four way intersections, where one or more of the through roads are 4 lanes, provides a signalised intersection in accordance with Austroads and Department of Transport and Main Roads Standards.</p>
	<p>AO32.4</p> <p>Full depth coloured asphaltic concrete (AC) or full depth coloured concrete threshold treatments are provided to differentiate Local Area Traffic Precincts as defined in Department of Transport and Main Road's Manual of Uniform Traffic Control Device (MUTCD)</p>
<p>PO33</p> <p>Council is provided with accurate representations of the completed works.</p>	<p>AO33</p> <p>On maintenance documentation is provided in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</p>
<p>Stormwater management - Quantity</p>	
<p>PO34</p> <p>The design and construction of the stormwater management system:</p> <p>a. utilises methods and materials to minimise the whole of life cycle costs of the stormwater management system;</p> <p>b. are coordinated with civil and landscaping works.</p>	<p>No acceptable outcome provided.</p>

<p>Note - To determine the standards for stormwater management system construction refer to Planning scheme policy - Integrated design.</p>	
<p>PO35</p> <p>Minor stormwater drainage systems have the capacity to convey stormwater flows from frequent storm events whilst ensuring pedestrian and vehicular traffic movements are safe and convenient.</p>	<p>AO35.1</p> <p>Fully piped stormwater drainage is provided through existing park⁽⁵⁷⁾, or land to be dedicated as park⁽⁵⁷⁾, with capacity for the minor stormwater event except where the drainage channel through the park⁽⁵⁷⁾ is greater than 50m. The standard of drainage through parks is the same as the standard of drainage through lots.</p>
	<p>AO35.2</p> <p>The capacity of all minor drainage systems are designed in accordance with Planning scheme policy - Integrated design.</p>
	<p>AO35.3</p> <p>Stormwater pipe network capacity is to be calculated in accordance with the Hydraulic Grade Line method as detailed in Australian Rainfall and Runoff or QUDM.</p>
<p>PO36</p> <p>Major stormwater drainage system(s) have the capacity to safely convey stormwater flows for the 1% AEP event for the fully developed catchment.</p>	<p>AO36.1</p> <p>Roads, drainage pathways, drainage features and waterways safely convey the stormwater flows for the 1% AEP event without allowing the flows to encroach upon private lots.</p>
	<p>AO36.2</p> <p>Major drainage systems have a minimum design of 1% AEP (ultimate development catchment characteristics upstream).</p>
	<p>AO36.3</p> <p>The flow velocity in all unlined or soft faced open drains is kept within acceptable limits for the type of material or lining and condition of the channel.</p>
	<p>AO36.4</p> <p>Development surface levels are provided in accordance with Planning scheme policy - Integrated design.</p>
<p>PO37</p> <p>Bridges and culverts minimise traffic disruption, allow for terrestrial and aquatic habitat and fauna movements, bikeways and walkways.</p>	<p>AO37</p> <p>Road cross drainage is designed and constructed in accordance with the drainage standards as identified in QUDM.</p>

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<p>PO38</p> <p>Stormwater management facilities are located outside of riparian areas and prevent increased channel bed and bank erosion.</p>	<p>No acceptable outcome provided.</p>
<p>PO39</p> <p>Stormwater pipes in the road reserve are designed to accommodate the expected construction and operation design loadings and are constructed of durable and adequate materials.</p>	<p>AO39</p> <p>Stormwater pipes in the road reserve are constructed of steel or fibre reinforced concrete, except where drainage is contained in any vegetated stormwater management system.</p>
<p>PO40</p> <p>Stormwater pipe layout is efficient and contained in the road reserve.</p>	<p>AO40</p> <p>Stormwater pipe layout is in accordance with Planning scheme policy - Integrated design.</p>
<p>PO41</p> <p>Catchpits in Council controlled roads are designed and constructed with lip in line inlets.</p>	<p>AO41</p> <p>Kerb in line catchpits are designed and constructed in accordance with IPWEAQ standard drawings in Planning scheme policy - Integrated design.</p>
<p>PO42</p> <p>Stormwater runoff from the site is conveyed to a point of lawful discharge without causing nuisance or annoyance to any person, property or premises.</p> <p>Note - Refer to Planning scheme policy - Integrated design for details and examples.</p> <p>Note - A downstream discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.</p> <p>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.</p>	<p>No acceptable outcome provided.</p>
<p>PO43</p> <p>Stormwater generated from the development does not compromise the capacity of existing stormwater infrastructure downstream of the site.</p> <p>Note - A downstream drainage discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate compliance with this performance outcome.</p>	<p>No acceptable outcome provided.</p>
<p>Stormwater management - Quality</p>	

<p>PO44</p> <p>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 3 of the SPP.</p> <p>Note - To demonstrate compliance with this Performance Outcome a stormwater quality management plan in accordance with Planning scheme policy - Stormwater management is to be prepared by a suitable qualified person demonstrating compliance with the Urban Stormwater Planning Guideline 2010 and considering any local area stormwater management planning prepared by Council.</p> <p>Note - Uses exempt under State planning policy, Part D, Water quality are also exempt from this performance outcome.</p>	<p>No acceptable outcome provided.</p>
<p>PO45</p> <p>Where the development is Industrial or Commercial in nature, allotment specific stormwater quality treatment devices are not provided on privately owned land (i.e. regional devices must be provided in public land areas to treat industrial and commercial stormwater runoff).</p> <p>Note - A downstream discharge report in accordance with Planning scheme policy - Stormwater management may be required to demonstrate achievement of this performance outcome.</p>	<p>No acceptable outcome provided.</p>
<p>PO46</p> <p>Where located in the Upper Pine, Hays Inlet and Burpengary creek water catchments, development achieves the greater pollutant removal of:</p> <ol style="list-style-type: none"> a. 100% reductions in mean annual loads from unmitigated development for total suspended solids, total phosphorous, total nitrogen and gross pollutant >5mm; b. the design objectives in Tables A and B in Appendix 3 of the SPP. <p>Note - To demonstrate compliance with this performance outcome a stormwater quality management plan in accordance with Planning scheme policy - Stormwater management is to be prepared by a suitable qualified person demonstrating compliance with the Urban Stormwater Planning Guideline 2010 and considering any local area stormwater management planning prepared by Council.</p> <p>Note - Refer to Overlay map – Stormwater catchments for catchment boundaries.</p>	<p>No acceptable outcome provided.</p>
<p>PO47</p>	<p>AO47.1</p>

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<p>Stormwater infrastructure provided to Council meets its required design life, is safe to the public before, during and after a range of storm events, and is designed to minimise maintenance costs.</p>	<p>Stormwater quality treatment devices and stormwater quantity devices have a safety inspection undertaken by a RPEQ prior to dedicating the facility over to Council.</p>
<p>PO48</p> <p>Areas constructed as detention basins are adaptable for passive recreation wherever practicable.</p>	<p>AO47.2</p> <p>Stormwater quality devices are provided with a sealed access driveway between the device and the constructed road suitable for Council's maintenance equipment. The design must include provision for a standing area outside the traffic lanes, for a standard MRV vehicle.</p> <p>AO48</p> <p>Large dry detention basins are designed to accommodate passive recreation. The basin includes a low flow drainage system with capacity to carry 3mm/hr rainfall in the catchment. The basin floor is sloped at not less than 1(V) to 100(H) towards its perimeter drains.</p>
<p>PO49</p> <p>Community benefit is maximised through the retention and enhancement of natural streams and vegetation wherever practicable.</p>	<p>No acceptable outcome provided.</p>
<p>PO50</p> <p>Vegetated stormwater management systems are provided to Council with established vegetation growth and the functional elements of the system achieving the design function at the end of the maintenance period.</p>	<p>AO50</p> <p>Vegetated stormwater management systems proposed to be dedicated as public assets are established and maintained for a minimum 6 months maintenance period, commencing from a minimum built out of 80% of the catchment which contributes to the design of the vegetated stormwater management system.</p>
<p>PO51</p> <p>Constructed water bodies are not dedicated as public assets.</p>	<p>No acceptable outcome provided.</p>
<p>PO52</p> <p>Council is provided with accurate representations of the completed works.</p>	<p>AO52</p> <p>On maintenance documentation is provided in accordance with Planning scheme policy - Operational works inspection, maintenance and bonding procedures.</p>
<p>Public transport</p>	
<p>PO53</p> <p>The road design provides for potential bus routes including safe convenient stops and, where necessary, bus turnaround areas.</p>	<p>AO53.1</p> <p>Bus routes are located, designed and constructed in accordance with Planning scheme policy - Integrated design and relevant statutory requirements and regulations.</p>

<p>Note - Consult with Department of Transport and Main Roads on this matter.</p>	<p>AO53.2</p> <p>Indented bus bays are provided on roads identified as containing possible bus routes in accordance with Planning scheme policy - Integrated design. Indented bus bays are provided where the bus stop:</p> <ol style="list-style-type: none"> a. is used as a timing point, where buses may need to wait several minutes if running early; or b. is used as a bus driver change-over point requiring the bus to stop for longer periods; or c. is a particularly high loading bus stop, where the time taken to load passengers can regularly take minutes.
	<p>AO53.3</p> <p>Detailed design of bus stops, indented bus bays and relevant infrastructure is provided in accordance with the Transport Planning and Coordination Regulation 2005 and Translink's Public Transport Infrastructure Manual.</p>
<p>PO54</p> <p>The road design caters for the extension of existing and future public transport routes to provide sufficient services that are convenient and accessible to the community.</p>	<p>No acceptable outcome provided.</p>
<p>Utilities</p>	
<p>PO55</p> <p>Street lighting and lighting to public areas is designed and constructed to provide adequate capacity for existing and anticipated development.</p>	<p>AO55</p> <p>The development is designed and constructed with street lighting and lighting to public areas in accordance with Planning scheme policy - Integrated design.</p>
<p>PO56</p> <p>Development only occurs in locations where there are adequate electricity supply services for the desired use.</p>	<p>AO56</p> <p>The design and provisions of the electrical reticulation is in accordance with Energex Specification URD (Underground Residential Distribution).</p>
<p>PO57</p> <p>The development is connected to an existing reticulated electricity supply system approved by the relevant energy regulating authority.</p>	<p>AO57.1</p> <p>The development is connected to an existing electricity supply system approved by the relevant energy regulatory authority.</p> <p>AO57.2</p> <p>Underground electricity is provided in urban, commercial, industrial and rural residential areas.</p>
<p>PO58</p>	<p>AO58</p>

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<p>The development has access to telecommunication and broadband services in accordance with current standards.</p>	<p>Telecommunications reticulation (i.e. conduits and pits) is installed in accordance with current standards and a provisioning confirmation is provided for the works.</p>
<p>PO59</p> <p>All services crossing or traversing existing or proposed roads shall be installed at an appropriate depth with backfill compacted to ensure that the construction does not fail during the life of the development.</p>	<p>AO59</p> <p>All services crossing or traversing existing or proposed road pavements, including stormwater pipes, sewer pipes, electrical, telecommunications and water conduits, shall be installed at an appropriate depth and backfilled in accordance with Department of Transport and Main Roads specifications. Services crossing existing Major Roads are to be tunnel bored.</p>
<p>PO60</p> <p>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.</p>	<p>AO60.1</p> <p>Where in a sewerage area, the development is connected to a reticulated sewerage network.</p>
	<p>AO60.2</p> <p>Where not in a sewerage area, the development is serviced by an appropriate on-site sewerage facility.</p> <p>Note - A site and soil evaluation report is generally required to demonstrate compliance with this outcome. Reports are to be prepared in accordance with AS1547 On-site domestic wastewater management and the Queensland Plumbing and Wastewater Code.</p>
	<p>AO60.3</p> <p>Trade waste is pre-treated on-site prior to discharging into the sewerage network.</p>
<p>PO61</p> <p>The development is provided with an adequate and sustainable supply of potable (drinking and general use e.g. gardening, washing, fire fighting) water.</p>	<p>AO61.1</p> <p>Where in an existing connections area or a future connections area as detailed in the Unitywater 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.</p>
	<p>AO61.2</p> <p>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 45,000 litres by way of on-site storage which provides equivalent water quality and reliability to support the use requirements of the development.</p>
<p>PO62</p>	<p>AO62</p>

<p>Where available, development is to make provision for reticulated gas which is designed to give a safe, cost effective, coordinated and efficient supply that supports sustainable development practises.</p>	<p>Where available, the development is to safely connect to reticulated gas.</p>
<p>PO63</p> <p>The development is provided with dedicated and constructed road access.</p>	<p>No acceptable outcome provided.</p>
<p>Works within a waterway</p> <p>Note - Design and construction of prescribed tidal works shall comply with the requirements of the Coastal Protection and Management Act, and Queensland Prescribed Tidal Works Code.</p>	
<p>PO64</p> <p>All constructed works avoid conflict with uses in the water, on the foreshore and adjoining lands.</p>	<p>AO64.1</p> <p>Pontoons, jetty's and berthed vessels are setback a minimum of 1.5 metres from the water allocation side boundaries.</p>
	<p>AO64.2</p> <p>Boardwalks and decks are setback a minimum of 3 metres from the prolongation of side lot boundaries and extend no more than 3 metres seaward of the property boundary.</p>
<p>PO65</p> <p>Marine structures proposed to rise and fall under tidal influence are designed to suit the installed environment.</p>	<p>AO65</p> <p>Floating structures are to maintain the following clearance from a waterway bed during the LAT tide,</p> <ol style="list-style-type: none"> a. a minimum of 200 mm from the current bank where located outside of a constructed canal; or b. a minimum of 200 mm from the design bank profile of the constructed canal; or c. the floating structure is designed to withstand periodic grounding without damage or detrition of the structure for the design life of the works.
<p>PO66</p> <p>A high level of visual amenity is maintained when viewed from the waterway and adjoining lands with minimal impact upon adjoining properties.</p>	<p>AO66.1</p> <p>The underside of the jetty/gangway is a maximum of 300mm above the height of the revetment wall.</p>
	<p>AO66.2</p> <p>Pontoons, jetty's, boardwalks and decks are not roofed.</p>
	<p>AO66.3</p>

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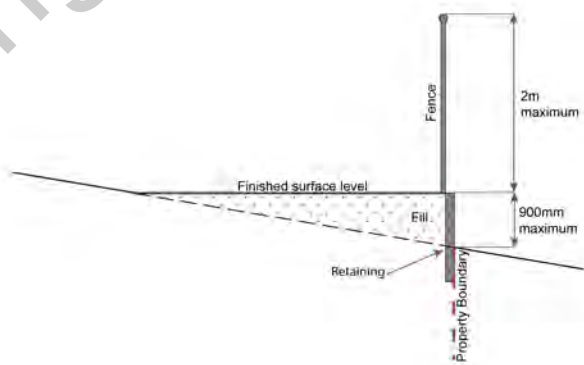
	All lighting, other than an aid to navigation, is hooded and directed downwards;
<p>PO67</p> <p>No structural load from the work is permitted to be imposed upon existing canal revetment walls.</p>	No acceptable outcome provided.
Structures	
<p>PO68</p> <p>All earth retaining structures are to be certified as being designed and constructed in accordance with relevant Australian Standards and Building Code requirements.</p>	<p>AO68</p> <p>Retaining walls will only be approved following submission of a full detailed design and the design certified by a RPEQ that the design complies with AS4678 – Earth Retaining Structures.</p>
<p>PO69</p> <p>All earth retaining structures provide a positive interface with the streetscape and minimises impacts on the amenity of adjoining residents.</p>	<p>AO69.1</p> <p>Earth retaining structures:</p> <ol style="list-style-type: none"> are not constructed of boulder rocks or timber; where height is no greater than 900mm, are provided in accordance with Figure - Retaining on a boundary; <p style="text-align: center;">Figure - Retaining on boundary</p>  <ol style="list-style-type: none"> 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; 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

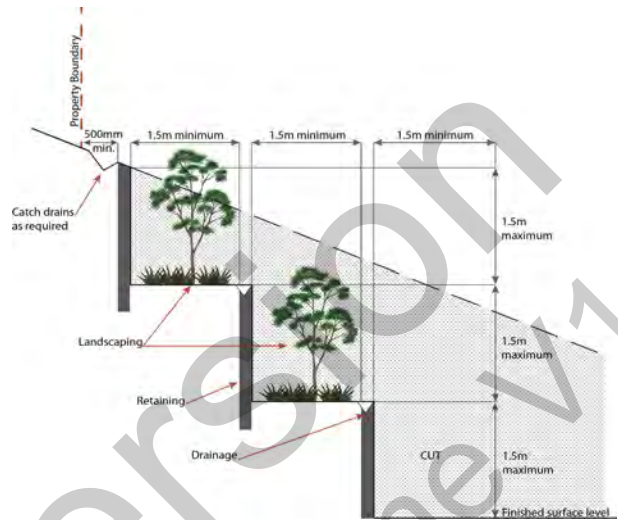
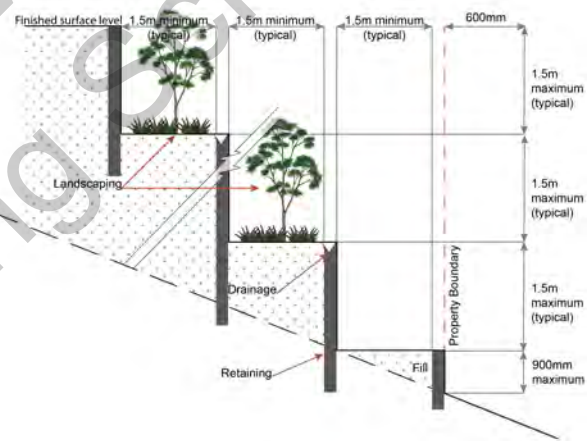


Figure - Fill



PO70

All earth retaining structures within the land and around areas of cut on or near the boundaries of the site provide for live and dead loads associated with the current occupancy and use of the adjoining lots.

No acceptable outcome provided.

PO71

All earth retaining structures adjoining land whose use rights or zoning allows for industrial development must provide for a minimum live load of 25kPA in the design of the retaining structure for these adjoining premises.

No acceptable outcome provided.

PO72

Retaining walls:

- a. comply with the current edition of AS4678;

No acceptable outcome provided.

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<ul style="list-style-type: none"> b. are fully contained in the property boundaries; c. where agricultural drains, are to be provided behind all retaining walls at the base and connected to an approved point of discharge; d. where free draining gravel or filter material, are to be provided behind all retaining walls; e. include a concrete mowing edge strip (minimum width 200mm) provided along the toe of all retaining walls; f. have made provision for all services, including but not limited to, interallotment and roof-water drainage, water conduits, telecommunication, and power and gas conduits. 	
<p>PO73</p> <p>Planning and design of all bridges considers the following:</p> <ul style="list-style-type: none"> a. overall configuration and the road geometry or planning layout of the bridge and its approaches; b. design methodology, design parameters including design loadings, design life (minimum 100 years), materials and finishes and any proposed public utilities and services to run across the bridge; c. where the bridge is over a waterway; design ARI, the freeboard to design flood events or details of overtopping, allowance for debris loading and details of proposed scour and erosion protection to the waterway and embankments; d. where the bridge is proposed to be constructed as a feature of the estate, details of the materials, construction techniques, and a safety review of any architectural features of the bridge is provided. <p>Note - The design shall include an assessment of inspection and maintenance serviceability of the proposed design.</p>	<p>A073</p> <p>Bridges are to be designed and constructed in accordance with recommended best practice design guidelines as provided in Planning scheme policy - Integrated design.</p>
<p>PO74</p> <p>All bridge construction activities protect the environmental values of the locality, while ensuring that the public safety is ensured prior to and during the construction of the structure.</p>	<p>A074</p> <p>Construction management plans for the works provides for the following:</p> <ul style="list-style-type: none"> a. proposed construction procedure and program; b. potential temporary works proposed for the construction; c. identification of all construction risks and methods for reducing these risks; d. public safety, amenity and site security;

	<ul style="list-style-type: none"> e. operating hours, noise and vibration controls; f. air and dust management; g. stormwater runoff, erosion and sediment control; h. waste and materials refuse management; i. traffic management; j. construction materials delivery and storage; k. location of construction office accommodation.
Access	
<p>PO75</p> <p>Rear lot access easements contain a driveway and provision for services appropriate to the use.</p>	<p>AO75</p> <p>Rear lot access easements contain all works associated with the access in accordance with Planning scheme policy - Integrated design.</p>
<p>PO76</p> <p>Safe access is provided for all vehicles required to access the site.</p>	<p>AO76.1</p> <p>Site access and driveways are designed and located in accordance with the following:</p> <ul style="list-style-type: none"> a. Where for a Council-controlled road, AS/NZS2890.1 section 3; b. Where for a State-Controlled road, the Safe Intersection Sight Distance requirements in AustRoads and the appropriate IPWEAQ drawings, or a copy of a Transport Infrastructure Act 1994, section 62 approval.
	<p>AO76.2</p> <p>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.</p> <p>Note - This includes queue lengths (refer to Schedule 8 Service vehicle requirement), pavement widths and construction.</p>
	<p>AO76.3</p> <p>Access driveways, manoeuvring areas and loading facilities provide for the 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.</p>
	<p>AO76.4</p>

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	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.
Clearing of habitat trees where not located within the Environmental areas overlay map.	
<p>PO77</p> <p>a. Development ensures that the biodiversity quality and integrity of habitats is not adversely impacted upon but maintained and protected.</p> <p>b. Development does not result in the net loss of fauna habitat. Where development does result in the loss of habitat tree, development will provide replacement fauna nesting boxes at the following rate of 1 nest box for every hollow removed. Where hollows have not yet formed in trees > 80cm in diameter at 1.3m height, 3 nest boxes are required for every habitat tree removed.</p> <p>c. Development does not result in soil erosion or land degradation or leave land exposed for an unreasonable period of time but is rehabilitated in a timely manner</p> <p>Note: Further guidance on habitat trees is provided in Planning scheme policy - Environmental areas</p>	No acceptable outcome provided
<p>PO78</p> <p>Where clearing occurs in the Caboolture West local plan area, compensatory planting is located in the Green network precinct.</p>	No acceptable outcome provided.
Values and constraint criteria	
<p>Note - The relevant values and constraints criteria do not apply where the development, the subject of the application, is associated and consistent with, and subsequent to a current Development permit for Reconfiguring a lot or Material change of use, where that approval, under this or a superseded planning scheme, has considered and addressed (e.g. through a development footprint plan or similar, or conditions of approval) the identified value or constraint under this planning scheme.</p>	
Acid sulfate soils - (refer Overlay map - Acid sulfate soils to determine if the following assessment criteria apply)	
<p>Note - To demonstrate achievement of the performance outcome, an Acid sulfate soils (ASS) investigation report and soil management plan is prepared by a qualified engineer. Guidance for the preparation an ASS investigation report and soil management plan is provided in Planning scheme policy - Acid sulfate soils.</p>	
<p>PO79</p> <p>Development avoids disturbing acid sulfate soils. Where development disturbs acid sulfate soils, development:</p>	<p>AO79</p> <p>Development does not involve:</p>

<ul style="list-style-type: none"> a. is managed to avoid or minimise the release of surface or groundwater flows containing acid and metal contaminants into the environment; b. protects the environmental and ecological values and health of receiving waters; c. protects buildings and infrastructure from the effects of acid sulfate soils. 	<ul style="list-style-type: none"> a. excavation or otherwise removing of more than 100m³ of soil or sediment where below than 5m Australian Height datum AHD; or b. filling of land of more than 500m³ of material with an average depth of 0.5m or greater where below the 5m Australian Height datum AHD.
<p>Environmental areas (refer Overlay map - Environmental areas to determine if the following assessment criteria apply)</p> <p>Note – The following are exempt from the native vegetation clearing provisions of this planning scheme:</p> <ul style="list-style-type: none"> a. Clearing of native vegetation located within an approved development footprint; b. Clearing of native vegetation within 10m from a lawfully established building reasonably necessary for emergency access or immediately required in response to an accident or emergency; c. Clearing of native vegetation reasonably necessary to remove or reduce the risk vegetation poses to serious personal injury or damage to infrastructure; d. Clearing of native vegetation reasonably necessary to construct and maintain a property boundary fence and not exceed 4m in width either side of the fence where in the Rural, Rural residential and Environmental Management and Conservation zones. In any other zone, clearing is not to exceed 2m in width either side of the fence; e. Clearing of native vegetation reasonably necessary for the purpose of maintenance or works within a registered easement for public infrastructure or drainage purposes; f. Clearing of native vegetation in accordance with a bushfire management plan prepared by a suitably qualified person, submitted to and accepted by Council; g. Clearing of native vegetation associated with removal of recognised weed species, maintaining existing open pastures and cropping land, windbreaks, lawns or created gardens; h. Grazing of native pasture by stock; i. Native forest practice where exempt under Part 1, 1.7.7 Exempt development <p>Note - Definition for native vegetation is located in Schedule 1 Definitions.</p> <p>Note - Native vegetation subject to this criteria primarily comprises of matters of national environmental significance (MNES), matters of state environmental significance (MSES). They also comprise some matters of local environmental significance (MLES). A MLES is defined in Schedule 1.2, Administrative definitions. A list of the elements that apply to the mapped MSES and MLES is provided in Appendix 1 of the Planning scheme policy - Environmental areas.</p> <p>Editors' Note - The accuracy of overlay mapping can be challenged through the development application process (code assessable development) or by way of a planning scheme amendment. See Council's website for details.</p> <p>Note - To demonstrate achievement of the performance outcome, an ecological assessment, vegetation management plan and fauna management plan, as required, are prepared by a suitably qualified person. Guidance for the preparation of above mentioned reports is provided in Planning scheme policy - Environmental areas.</p>	
<p>Vegetation clearing, ecological value and connectivity</p>	
<p>PO80</p> <p>Development avoids a High Value Area or a Value Offset Area. Where it is not practicable or reasonable for development to avoid these areas, development must ensure that:</p>	<p>No acceptable outcome provided.</p>

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<ul style="list-style-type: none"> a. the quality and integrity of the biodiversity and ecological values inherent to a High Value Area and a Value Offset Area is maintained and not lost or degraded; b. mechanisms or processes are in place demonstrating that any detrimental impacts on biodiversity and ecological values is replaced, restored or rehabilitated, for example through the development of a Vegetation Management Plan and a Fauna Management Plan. 	
<p>PO81</p> <p>Development provides for safe, unimpeded, convenient and ongoing wildlife movement and establishes and maintains habitat connectivity by:</p> <ul style="list-style-type: none"> a. retaining habitat trees; b. providing contiguous patches of habitat; c. provide replacement and rehabilitation planting to improve connectivity; d. avoiding the creation of fragmented and isolated patches of habitat; e. providing wildlife movement infrastructure. <p>Editor's note - Wildlife movement infrastructure may include refuge poles, tree boulevarding, 'stepping stone' vegetation plantings, tunnels, appropriate wildlife fencing; culverts with ledges, underpasses, overpasses, land bridges and rope bridges. Further information is provided in Planning scheme policy – Environmental areas.</p>	<p>No acceptable outcome provided.</p>
<p>Vegetation clearing and habitat protection</p>	
<p>PO82</p> <p>Development ensures that the biodiversity quality and integrity of habitats is not adversely impacted upon but maintained and protected.</p>	<p>No acceptable outcome provided.</p>
<p>PO83</p> <p>Development does not result in the net loss or degradation of habitat value in a High Value Area or a Value Offset Area. Where development does result in the loss or degradation of habitat value, development will:</p> <ul style="list-style-type: none"> a. rehabilitate, revegetate, restore and enhance an area to ensure it continues to function as a viable and healthy habitat area; b. provide replacement fauna nesting boxes in the event of habitat tree loss in accordance with Planning scheme policy - Environmental areas; c. undertake rehabilitation, revegetation and restoration in accordance with the South East Queensland Ecological Restoration Framework. 	<p>No acceptable outcome provided.</p>
<p>PO84</p>	<p>No acceptable outcome provided.</p>

<p>Development ensures safe, unimpeded, convenient and ongoing wildlife movement and habitat connectivity by:</p> <ul style="list-style-type: none"> a. providing contiguous patches of habitat; b. avoiding the creation of fragmented and isolated patches of habitat; c. providing wildlife movement infrastructure; d. providing replacement and rehabilitation planting to improve connectivity. 	
Vegetation clearing and soil resource stability	
<p>PO85</p> <p>Development does not:</p> <ul style="list-style-type: none"> a. result in soil erosion or land degradation; b. leave cleared land exposed for an unreasonable periods of time but is rehabilitated in a timely manner. 	No acceptable outcome provided.
<p>PO86</p> <p>Development does not leave cleared land exposed for an unreasonable periods of time but is rehabilitated in a timely manner.</p>	No acceptable outcome provided.
Vegetation clearing and water quality	
<p>PO87</p> <p>Development maintains or improves the quality of groundwater and surface water within, and downstream, of a site by:</p> <ul style="list-style-type: none"> a. ensuring an effective vegetated buffers and setbacks from waterbodies is retained to achieve natural filtration and reduce sediment loads; b. avoiding or minimising changes to landforms to maintain hydrological water flows; c. adopting suitable measures to exclude livestock from entering a waterbody where a site is being used for animal husbandry⁽⁴⁾ and animal keeping⁽⁵⁾ activities. 	No acceptable outcome provided.
<p>PO88</p> <p>Development minimises adverse impacts of stormwater run-off on water quality by:</p> <ul style="list-style-type: none"> a. minimising flow velocity to reduce erosion; b. minimising hard surface areas; c. maximising the use of permeable surfaces; d. incorporating sediment retention devices; e. minimising channelled flow. 	No acceptable outcome provided.
Vegetation clearing and access, edge effects and urban heat island effects	
<p>PO89</p>	No acceptable outcomes provided.

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<p>Development retains safe and convenient public access in a manner that does not result in the adverse edge effects or the loss or degradation of biodiversity values within the environment.</p>	
<p>PO90</p> <p>Development minimises potential adverse 'edge effects' on ecological values by:</p> <ol style="list-style-type: none"> providing dense planting buffers of native vegetation between a development, environmental areas and corridors; retaining patches of native vegetation of greatest possible size where located between a development, environmental areas and corridors; ensuring that works and infrastructure are setback as far as possible from environmental areas and corridors; landscaping with native plants of local origin. <p>Editor's note - Edge effects are factors of development that go detrimentally affecting the composition and density of natural populations at the fringe of natural areas. Factors include weed invasion, pets, public and vehicle access, nutrient loads, noise and light pollution, increased fire frequency and changes in the groundwater and surface water flow.</p>	<p>No acceptable outcome provided.</p>
<p>PO91</p> <p>Development avoids adverse microclimate change and does not result in increased urban heat island effects. Adverse urban heat island effects are minimised by:</p> <ol style="list-style-type: none"> pervious surfaces; providing deeply planted vegetation buffers and green linkage opportunities; landscaping with local native plant species to achieve well-shaded urban places; increasing the service extent of the urban forest canopy. 	<p>No acceptable outcome provided.</p>
<p>Vegetation clearing and Matters of Local Environmental Significance (MLES) environmental offsets</p>	
<p>PO92</p> <p>Where development results in the unavoidable loss of native vegetation within a Value Offset Area MLES waterway buffer or a Value Offset Area MLES wetland buffer, an environmental offset is required in accordance with the environmental offset requirements identified in Planning scheme policy - Environmental areas.</p> <p>Editor's note - For MSES Koala Offsets, State Planning Regulatory Provision environmental offset provisions apply.</p>	<p>No acceptable outcome provided.</p>

Extractive resources transport route (refer Overlay map - Extractive resources (transport route and buffer) to determine if the following assessment criteria apply)	
<p>PO93</p> <p>Development does not prevent or constrain the acquisition, construction or function and efficient transport of extractive material using a extractive resources transport route.</p>	<p>AO93</p> <p>Works are not carried out in a extractive resources transport route and buffer, other than on public roads.</p>
Heritage and landscape character (refer Overlay map - Heritage and landscape character to determine if the following assessment criteria apply)	
<p>Note - The identification of a development footprint will assist in demonstrating compliance with the following performance criteria.</p>	
<p>PO94</p> <p>Works do not:</p> <ol style="list-style-type: none"> a. reduce public access to a heritage place, building, item or object; b. create the potential to adversely affect views to and from the heritage place, building, item or object; c. obscure or destroy any pattern of historic subdivision, historical context, landscape setting or the scale and consistency of the urban fabric relating to the local heritage place. 	<p>No acceptable outcome provided</p>
<p>PO95</p> <p>Works retain significant trees and incorporates them into the provision of infrastructure.</p>	<p>No acceptable outcome provided.</p>
Landslide (refer Overlay map - Landslide hazard to determine if the following assessment criteria apply)	
<p>Note - To demonstrate achievement of the performance outcomes, a site-specific geotechnical assessment report is prepared by a qualified engineer. Guidance for the preparation of a geotechnical assessment report is provided in Planning scheme policy – Landslide hazard.</p>	
<p>PO96</p> <p>Development:</p> <ol style="list-style-type: none"> a. maintains the safety of people and property on a site and neighbouring sites from landslides; b. ensures the long-term stability of the site considering the full nature and end use of the development; c. ensures site stability during all phases of construction and development; d. minimises disturbance of natural drainage patterns of the site and does not result in the redirection or 	<p>AO96</p> <p>Development does not:</p> <ol style="list-style-type: none"> a. involve earthworks exceeding 50m³; b. involve cut and fill having a height greater than 600mm; c. involve any retaining wall having a height greater than 600mm; d. redirect or alter the existing flow of surface or groundwater.

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<p>alteration of the existing flow if surface or groundwater</p> <p>e. minimises adverse visual impacts on the amenity of adjoining residents and provides a positive interface with the streetscape.</p>	
<p>PO97</p> <p>Works are designed to respond to sloping topography in the siting, design and form of works by:</p> <p>a. minimising overuse of cut and fill to create single flat pads and benching;</p> <p>b. avoiding expanses of retaining walls, loss of trees and vegetation and interference with natural drainage systems;</p> <p>c. minimising any adverse impact on the landscape character of the zone.</p>	<p>No acceptable outcome provided.</p>
<p>Infrastructure buffers (refer Overlay map - Infrastructure buffers to determine if the following assessment criteria apply)</p>	
<p>PO98</p> <p>Development within a Bulk water supply infrastructure buffer is located, designed and constructed to:</p> <p>a. protect the integrity of the water supply pipeline;</p> <p>b. maintain adequate access for any required maintenance or upgrading work to the water supply pipeline;</p>	<p>AO98</p> <p>Development does not involve works in a Bulk water supply infrastructure buffer.</p>
<p>PO99</p> <p>Development in a gas pipeline buffer:</p> <p>a. maintains adequate access for any required maintenance or upgrading work;</p> <p>b. minimises risk of harm to people and property.</p>	<p>AO99</p> <p>Development does not involve works in a gas pipeline buffer.</p>
<p>PO100</p> <p>Development in a High voltage electricity line buffer:</p> <p>a. is located and designed in a manner that maintains a high level of security of supply;</p> <p>b. is located and design so not to impede upon the functioning and maintenance of high voltage electrical infrastructure.</p>	<p>AO100</p> <p>Development does not involve works in a high voltage electricity line buffer.</p>
<p>Overland flow path (refer Overlay map - Overland flow path to determine if the following assessment criteria apply)</p>	

Note - The applicable river and creek flood planning levels associated with defined flood event (DFE) within the inundation area can be obtained by requesting a flood check property report from Council.

<p>PO101</p> <p>Development:</p> <ul style="list-style-type: none"> a. minimises the risk to persons from overland flow; b. does not increase the potential for damage from overland flow either on the premises or other premises, public land, watercourses, roads or infrastructure. 	<p>No acceptable outcome provided.</p>
<p>PO102</p> <p>Development:</p> <ul style="list-style-type: none"> a. maintains the conveyance of overland flow predominantly unimpeded through the premises for any event up to and including the 1% AEP for the fully developed upstream catchment; b. does not concentrate, intensify or divert overland flow onto an upstream, downstream or surrounding property. <p>Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.</p> <p>Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.</p>	<p>AO102</p> <p>No acceptable outcome provided.</p>
<p>PO103</p> <p>Development does not:</p> <ul style="list-style-type: none"> a. directly, indirectly or cumulatively cause any increase in overland flow velocity or level; b. increase the potential for flood damage from overland flow either on the premises or other premises, public lands, watercourses, roads or infrastructure. <p>Note - Open concrete drains greater than 1m in width are not an acceptable outcome, nor are any other design options that may increase scouring.</p>	<p>No acceptable outcome provided.</p>
<p>PO104</p> <p>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.</p>	<p>AO104</p> <p>Development ensures that a hazardous chemical is not located or stored in an Overland flow path area.</p> <p>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.</p>

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<p>PO105</p> <p>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.</p>	<p>AO105</p> <p>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.</p>
<p>PO106</p> <p>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.</p> <p>Note - A report from a suitably qualified Registered Professional Engineer Queensland is required certifying that the development does not increase the potential for significant adverse impacts on an upstream, downstream or surrounding premises.</p> <p>Note - Reporting to be prepared in accordance with Planning scheme policy – Flood hazard, Coastal hazard and Overland flow</p>	<p>AO106.1</p> <p>Development ensures that roof and allotment drainage infrastructure is provided in accordance with the following relevant level as identified in QUDM:</p> <ol style="list-style-type: none"> Urban area – Level III; Rural area – N/A; Industrial area – Level V; Commercial area – Level V. <p>AO106.2</p> <p>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.</p>
<p>PO107</p> <p>Development protects the conveyance of overland flow such that an easement for drainage purposes is provided over:</p> <ol style="list-style-type: none"> a stormwater pipe if the nominal pipe diameter exceeds 300mm; an overland flow path where it crosses more than one premises; inter-allotment drainage infrastructure. <p>Note - Refer to Planning scheme policy - Integrated design for details and examples.</p> <p>Note - Stormwater Drainage easement dimensions are provided in accordance with Section 3.8.5 of QUDM.</p>	<p>No acceptable outcome provided.</p>
<p>Additional criteria for development for a Park⁽⁵⁷⁾</p>	
<p>PO108</p> <p>Development for a Park⁽⁵⁷⁾ ensures that the design and layout responds to the nature of the overland flow affecting the premises such that:</p> <ol style="list-style-type: none"> public benefit and enjoyment is maximised; 	<p>AO108</p> <p>Development for a Park⁽⁵⁷⁾ ensures works are provided in accordance with the requirements set out in Appendix B of the Planning scheme policy - Integrated design.</p>

<ul style="list-style-type: none"> b. impacts on the asset life and integrity of park structures is minimised; c. maintenance and replacement costs are minimised. 	
Riparian and wetland setbacks	
<p>PO109</p> <p>Development provides and maintains a suitable setback from waterways and wetlands that protects natural and environmental values. This is achieved by recognising and responding to the following matters:</p> <ul style="list-style-type: none"> a. impact on fauna habitats; b. impact on wildlife corridors and connectivity; c. impact on stream integrity; d. impact of opportunities for revegetation and rehabilitation planting; e. edge effects. 	<p>AO109</p> <p>Development does not occur within:</p> <ul style="list-style-type: none"> a. 50m from top of bank for W1 waterway and drainage line b. 30m from top of bank for W2 waterway and drainage line c. 20m from top of bank for W3 waterway and drainage line d. 100m from the edge of a Ramsar wetland, 50m from all other wetlands. <p>Note - W1, W2 and W3 waterway and drainage lines, and wetlands are mapped on Schedule 2, Section 2.5 Overlay Maps – Riparian and wetland setbacks.</p>

Historic Version

MBRC Planning Scheme V1