(4) Public Transport Facilities

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Development is designed and constructed to maximise accessibility via existing and planned public transport facilities.	**A1.1** Developments provide convenient and attractive linkages to existing and proposed public transport facilities in accordance with planning by Council and State Government agencies and the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*
P2 Public transport routes and interchange facilities are incorporated into development to encourage use of public transport as an alternative to private car usage.	**A2.1** Public transport routes and stops or interchange facilities are provided to service the site in accordance with planning by Council and State Government agencies and the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*

(5) Pedestrian Facilities

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 A network of pedestrian paths is provided to service new developments to achieve high levels of pedestrian safety and accessibility, particularly to public transport facilities and other pedestrian generators located internally and externally to the site.	**A1.1** Public footpaths and pedestrian ways are provided in accordance with overall planning for the area by Council and relevant State Government agencies, and consistent with the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*
P2 Provision is made for the safe and convenient movement of pedestrians on-site and between public pedestrian facilities and on-site activity nodes.	**A2.1** On site pedestrian facilities and connections to public pedestrian facilities are provided in accordance with the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*

(6) Cyclist Facilities

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Development provides a conveniently located network of cycle facilities (with connections to external networks) that achieves a high level of safety and accessibility, and recognises the different requirements of cyclists likely to use the facility.	**A1.1** Bikeways are provided in accordance with overall planning for the area by Council and relevant State Government agencies, and consistent with the requirements of *the Priority Infrastructure Plan and Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*
P2 Shared pedestrian / cyclist facilities provide for safe and convenient joint usage.	**A2.1** The width and alignment of shared pedestrian / cyclist facilities are in accordance with the requirements of *the Priority Infrastructure Plan and Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*
P3 Appropriate on-site bicycle parking or terminal facilities are provided to encourage cycling as an alternative to private car travel.	**A3.1** The number of bicycle parking facilities provided on the site is the minimum number stated in Schedule 1 to this Code. **A3.2** Bicycle parking or terminal facilities are designed and provided in accordance with the requirements of *the Priority Infrastructure Plan and Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*

2.5 OPERATIONAL WORKS CODE[1]

PURPOSE

The purpose of this code is to achieve the following outcomes:

(a) Uses are provided with an appropriate level of water, waste water treatment and disposal, drainage, energy, communications and other services;

(b) Access, streets, roads and pedestrian and cycle paths are provided to standards that ensure safe, convenient and efficient operation of movement networks;

(c) Infrastructure is provided in a manner which maximises resource efficiency and minimises whole of life cycle costs;

(d) Infrastructure is integrated with surrounding networks;

(e) The integrity of existing infrastructure is maintained;

(f) Development is undertaken in accordance with best environmental management practice to support the achievement of ecological sustainability; and

(g) Development does not detract from the character and amenity of the locality.

[1] *This code is generally applicable at the material change of use or reconfiguration of lots stage, in addition to the operational works/detailed design stage (refer to the tables of assessment to determine the applicability of this code). Compliance with this code at the initial material change of use or reconfiguration application stage should generally be demonstrated by:*

- *identifying the locations of services and utilities and the relevant connection points for the services and utilities;*
- *identifying stormwater management devices for the purpose of stormwater quality and quantity control, with sufficient calculations undertaken to demonstrate that appropriate space allocations for such devices have been allocated; and*
- *providing a conceptual design for the required operational works.*

(1) Utilities

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Services are provided in a manner which: **(a) ensures appropriate capacity to meet the current and future needs of the development site;** **(b) is integrated with and efficiently extends existing networks;** **(c) minimises risk to life and property;** **(d) minimises risk of environmental harm;** **(e) minimises whole of life cycle costs;** **(f) can be easily and efficiently maintained; and** **(g) minimises potable water demand and wastewater production.**	**A1.1 (a)** Each site or lot is connected to Council's reticulated water supply and sewerage system[2]. **Or** **(b)** Where the site is in a Rural Precinct and is not within Council's water supply or sewerage serviced areas, on site water supply and a system for wastewater treatment and disposal is provided in accordance with *Planning Scheme Policy No. 5 – Operational Works*[3]. **Or** **(c)** Where the site is in the Sustainable Rural Residential Precinct and is not within Council's water supply or sewerage serviced areas, an on-site water supply and a system for waste water treatment and disposal is provided in accordance with *Planning Scheme Policy No. 5 – Operational Works*[3]. **A1.2** Reticulated water supply and sewerage systems are designed and constructed in accordance with *Planning Scheme Policy No.5– Operational Works.* **A1.3** Each site or lot is connected to an existing power supply and telecommunications network[4] . **A1.4** Other than in a rural precinct, electrical and telecommunications reticulation infrastructure is provided underground. **A1.5** Street lighting is provided in accordance with *Planning Scheme Policy No. 5 – Operational Works.*
P2 The orderly development of adjacent properties, or stages, is not prejudiced	No Acceptable Measure nominated.

[2] Applicants should note that the requirements of the Code for Integrated Water Management will also apply.
[3] Where on-site sewage treatment is permitted the management of sewage generated on-site must comply with the Plumbing and Drainage Act 2002, the On-site Sewerage Code and Australian/New Zealand Standard 1547: 2000 (on-site domestic wastewater management)."
[4] *Applicants should note that such connection will be subject to the approval of the relevant supply authority.*

(2) Movement Networks

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Development sites are provided with external roadworks along the full extent of the frontage appropriate to the function and amenity of the road and including: (a) paved roadway; (b) kerb and channel; (c) safe vehicular access; (d) safe footpaths and bikeways; (e) stormwater drainage; and (f) conduits to facilitate the provision of street lighting systems and traffic signals.	**A1.1** Roadworks design and construction is undertaken in accordance with *Planning Scheme Policy No. 5 – Operational Works* and *Planning Scheme Policy No. 6 –Transport, Traffic and Parking*.
P2 The reserve width, pavement, edging, street-scaping and landscaping support the intended functions and amenity of the road.	**A2.1** Road design and construction including within development for Community Title uses, is undertaken in accordance with *Planning Scheme Policy No.5– Operational Works* and with the characteristics intended for the particular type of road specified in *Planning Scheme Policy No. 6 –Transport, Traffic and Parking*.
P3 Road pavement surfaces: (a) are sufficiently durable to carry wheel loads for parked and travelling vehicles; (b) ensure the safe passage of vehicles, pedestrians and cyclists; (c) ensure appropriate management of stormwater and maintenance of all weather access; and (d) allow for reasonable travel comfort	**A3.1** Road pavement design and construction is undertaken in accordance with *Planning Scheme Policy No. 5 – Operational Works.*
P4 Pavement edges control vehicle movements by delineating the carriageway.	**A4.1** Road pavement design and construction is undertaken in accordance with *Planning Scheme Policy No. 5 – Operational Works.*
P5 The verges and footpaths provide (a) safe access for pedestrians clear of obstructions; (b) an access for vehicles onto properties; (c) an area for public utility services; and (d) provide for people with disabilities by allowing safe passage of wheel chairs and other mobility aids	**A5.1** Verge and footpath design and construction including within development for Community Title uses is undertaken in accordance with *Planning Scheme Policy No. 5 – Operational Works* and *Planning Scheme Policy No. 6 –Transport, Traffic and Parking*.
P6 Bikeways provide safe and attractive cycle routes for commuter and recreational purposes	**A6.1** Bikeway design and construction is undertaken in accordance with *Planning Scheme Policy No. 5 – Operational Works* and *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*. and *the Priority Infrastructure Plan.*

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P7 Measures intended to restrain traffic speeds and/or volumes[5]: (a) avoid stop-start conditions; (b) provide for appropriate sight distances; (c) avoid increased vehicle emissions; (d) minimise unacceptable traffic noise to adjoining land uses; (e) maintain convenience or safety levels for cyclists and public transport; and (f) are integrated with landscaping and streetscape design.	**A7.1** Speed control devices are designed and constructed in accordance with *Planning Scheme Policy No. 6 – Operational Works and Planning Scheme Policy No. 6 –Transport, Traffic and Parking*.
P8 Constructed roads and paths must be designed to minimise environmental impact *Movement Networks continued*	**A8.1** Road design and construction is undertaken in accordance with *Planning Scheme Policy No. 5 – Operational Works and Planning Scheme Policy No. 6 –Transport, Traffic and Parking*.

[5] *Council will not accept the use of speed restriction techniques and devices in place of appropriate road design, in accordance with P4.*

(3) Public Parks Infrastructure

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Parks are designed to support their intended function, amenity and recreational setting.	**A1.1** Public parks are conceptually designed to the desired standard of service as outlined in *the Priority Infrastructure Plan* and designed and constructed in accordance with *Planning Scheme Policy No. 5 – Operational Works.*

(4) Excavation and Filling

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Excavation and filling[6]: (a) do not cause environmental harm; (b) do not impact adversely on visual amenity or privacy; and (c) maintain natural landforms as far as possible.	**A1.1** (a) On sites of 15% or more (as identified on Regulatory Map 1.3 – Steep and Unstable Land Special Management Area), the extent of excavation (cut) and fill does not involve a total change of more than 1.5 metres relative to the natural ground level at any point7. **OR** (b) In other areas, the extent of excavation (cut) and fill does not involve a total change of more than 1.0m relative to the natural ground level at any point. **A1.2** No part of any cut and/or fill batter is within 1.5 metres of any property boundary except cut and fill involving a change in ground level of less than 200mm that does not necessitate the removal of any vegetation. **A1.3** Retaining walls are no greater than 1.0 metre high. **A1.4** Retaining walls are constructed a minimum 150 mm from lot boundaries. **A1.5** All stored material is: (a) contained wholly within the site; and (b) located in a single manageable area that does not exceed 50m^2; and (c) located at least 10 metres from any property boundary.
P2 All cutting and filling works are stable in both the short and long term.	No Acceptable Measure is nominated.
P3 Filling or excavation do not result in any contamination of land or water, or pose a health or safety risk to users and neighbours of the site.8	**A3.1** No contaminated material is used as fill. **A3.2** For excavation, no contaminated material is excavated or contaminant disturbed. **A3.3** Waste materials are not used as fill, including but not limited to: (a) commercial waste (b) construction/demolition waste (c) domestic waste (d) garden/vegetation waste (e) industrial waste.
P4 The location and extent of excavation or filling is consistent with the intended future use of the site.	**A4.1** The extent of excavation and filling is in accordance with an existing development approval for a material change of use, reconfiguring a lot or building work (which has not lapsed).

[6] *Applicants should be aware that the Code for the Development of Detached Houses and Display Homes also contains requirements for excavation and filling associated with such development on steep land.*

[7] *Applicants should be aware that other requirements contained within the Code for Development on Steep and Unstable Land will also apply within areas identified on Regulatory Map 1.3.*

[8] *Applicants should be aware that the Code for Assessment and Management of Acid Sulfate Soils will also apply within areas identified on Regulatory Map 1.4 – Acid Sulfate Soils Areas Special Management Area, as indicated in the Tables of Development Assessment in Volume 1 of this Planning Scheme.*

4.2 Code for the Development and Use of Dual Occupancy

PURPOSE

The purpose of this code is to provide for development for Dual occupancy purposes that achieves high standards of design, and that is in keeping with the desired character and infrastructure capacity of each locality and is consistent with the Priority Infrastructure Plan.

(1) Element: Site Suitability, Size and Density

PURPOSE

To provide for Dual occupancies to be sited on lots having areas and dimensions which meet user requirements and are in keeping with the character of the Shire's emerging and existing residential areas.

<table>
<tr><th colspan="2">PERFORMANCE CRITERIA / ACCEPTABLE MEASURES</th></tr>
<tr><td>P1 Dual Occupancies being limited to a very small proportion of the total number of sites and are dispersed to accommodate a mix of housing types in new and established residential areas.</td><td>A1.1 In new residential areas, not more than 15% of the total number of new lots being nominated on an approved Plan of Development, or Plan of Subdivision, for Dual occupancy use, with corner lots being preferred.
OR
A1.2 In existing residential areas, no new lot with any boundary adjoining a site used or approved for use for Dual occupancy purposes.</td></tr>
<tr><td rowspan="2">P2 Lots intended to be used for Dual occupancy purposes must have the appropriate area and dimensions to enable the siting of dwellings and associated outbuildings, the provision of private open space and vehicle access and parking in accordance with the other Elements of this Code, other applicable codes and the desired character of the Precinct in which the site is situated.</td><td>A2.1 The total number of bedrooms on the site does not exceed 6.
AND
A2.2 In Master Planned Community, Mixed housing and Multi-storey Residential Precincts, Dual occupancies are sited on lots which have the following minimum area and frontage[1]:
<table>
<tr><th>Slope</th><th>Min lot size (m^2)</th><th>Min frontage (m)</th></tr>
<tr><td>UP TO 15%</td><td>600</td><td>18</td></tr>
<tr><td>15% and up to 20%</td><td>800</td><td>20</td></tr>
<tr><td>20% or more</td><td>1000</td><td>25</td></tr>
</table></td></tr>
<tr><td>OR
A2.3 In precincts other than Master Planned Community, Mixed housing or Multi-storey Residential Precincts, lots accommodating Dual occupancies have a minimum area and frontage which comply with the following:</td></tr>
</table>

[1] Minimum frontage is the width of line measured 7.5 metres back from the front property boundary along both side boundaries.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES			
	SLOPE			
		UP TO 15%	*15% AND UP TO 20%*	*20% OR MORE*
	In Planning Areas: Urban Coastal[2], Buderim (Precinct 15 only), Kuluin/Kunda Park, Nambour Eumundi, Yandina, Palmwoods (other than Precinct 9), Kenilworth, Woombye & Eudlo Creek Valley			
	Size(m^2)	*800*	*1000*	*1500*
	Frontage(m)	*20*	*25*	*30*
	In Planning Areas: Buderim (other than Precinct 15) & Bli Bli			
	Size(m^2)	*800*	*1200*	*2000*
	Frontage(m)	*20*	*25*	*30*
	In Planning Areas: Blackall Range and Palmwoods			
	Size(m^2)	*3000*		
	Frontage(m)	*50*		

(2) Building Siting and Design

PURPOSE

To provide for the scale, height and length of buildings and walls relative to side and rear boundaries to be of an appropriate residential character, particularly in meeting requirements for privacy and daylight by residents of the premises and of adjacent premises.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Buildings and structures must not cause significant loss of amenity to adjacent land and dwellings having regard to: • overshadowing; • privacy and overlooking; • views and vistas; • building character and appearance; and • building massing and scale as seen from neighbouring premises.	**A1.1** Buildings and structures are not higher than 2 storeys. **AND** **A1.2** Buildings and structures are not higher than: (a) 10.0 metres on land having a slope of 15% or more, as identified on Regulatory Map 1.3 (the Steep and Unstable Land Special Management Area), or (b) 8.5 metres otherwise.
P2 Adequate protection must be given to the privacy of dwellings and open space areas.	**A2.1** Buildings and open space areas are sited in accordance with the provisions of all other relevant Acceptable Solutions of this Code. **AND**

2 Urban Coastal Precincts are South Peregian (12), Coolum Beach (11), Mt. Coolum (10), North Shore (9), Maroochydore (1), Alexandra Heads/Cotton Tree (7), Mooloolaba (4), Mountain Creek (5), Sippy Downs (3)

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P10 Buffering is provided along the State Controlled road network to: (a) protect adjoining uses from the impact of traffic noise, emissions and dust; and (b) enhance visual amenity.	**A10.1** (a) Along the Bruce Highway or the Sunshine Motorway, a buffer is provided with a minimum width of 40 metres from the boundary of the road reserve or as otherwise required by the relevant State Government department. Such a buffer is provided in addition to any public parks infrastructure requirement; or (b) A buffer to other State controlled roads is provided with a minimum width of 20 metres from the boundary of the road reserve or as otherwise required by the relevant State Government department. Such a buffer is provided in addition to any public parks infrastructure requirement.
P11 Buffering is provided along rail corridors to maintain the EPP (noise) Environmental values of the acoustic environment for noise sensitive places	**A11.1** A buffer of 100m is provided between any noise sensitive place and the nearest boundary of: (a) the North Coast rail corridor or CAMCOS corridor; or (b) any rail corridor land. **OR** **A11.2** Development and use achieves compliance with the noise limits specified for the relevant noise types, as identified in Table 3.1 of *Planning Scheme Policy No. 7 - Acoustic Environment Assessment*.
P12 The EPP (noise) Environmental values of the acoustic environment are maintained through lot layout and design measures[6]	**A12** Development and use achieves compliance with the noise limits specified for the relevant noise types, as identified in Table 3.1 of *Planning Scheme Policy No. 7 - Acoustic Environment Assessment.*
P13 Noise attenuation measures are compatible with the local streetscape, encourage the creation of active street frontages, minimise whole of life cycle costs where they are to be located on public land or common property, and are designed to discourage crime and anti-social behaviour having regard to: • aesthetic quality and compatibility; • physical accessibility; • provision for casual surveillance of public space from dwellings; and • opportunities for concealment, or vandalism.	No Acceptable Measure nominated

[6] *To demonstrate compliance with this performance criterion, applicants may need to prepare a noise impact assessment in accordance with Planning Scheme Policy No. 7 - Acoustic Environment Assessment.*

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P14 Lots created for residential purposes do not alienate or diminish the productivity of good quality agricultural land and are themselves protected from the potential adverse effects of rural uses.	**A14.1** Separation distances are provided in accordance with Table 8.1.7
P15 The layout of lots created for industrial or commercial purposes facilitates the siting and design of development in a manner that ensures the amenity of nearby residential land is protected.	No Acceptable Measure is nominated.
P16 The amenity of lots created for residential purposes is protected from the potential adverse effects of sewage treatment plants and pumping stations.	**A16.1** The development is consistent with the buffer distance considerations outlined in the *Queensland Water Resources Commission Sewerage Guidelines.*[8] **AND** **A16.2** Separation distances between lots and pumping stations is not less than 20m.

Table 8.1

Recommended Separation Distances to Residential Premises

Land Use	Separation Distance
Agriculture and Animal Husbandry	The acceptable solutions set out in section 3 of '*Planning Guidelines: Separating Agricultural and Residential Land Uses'* (DNR/DLGP) for the elements of: (i) agricultural chemical spray drift; (ii) odour; (iii) noise; and (iv) dust, smoke and ash.
Other rural uses	No distance nominated (appropriate distance subject to site specific investigations).

[7] *Where an applicant proposes lot reconfiguration on land to which this performance criterion applies, Council may request the preparation of a report from a suitably qualified person demonstrating that the buffer/separation distances outlined in Table 8.1 can be attained. Where building envelopes or other covenants are proposed to achieve the required separation, it will be a condition on any approval that all contracts for the sale of such lots contain a copy of the relevant restrictions.*

[8] *The buffer distance is to be measured from the boundaries of the proposed lot(s) to the nearest boundary of the sewage treatment plant or pumping station.*

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P9 Safe sight distances, based on the speeds at which vehicles may travel in the street, exist at access points to properties, pedestrian and cyclist crossings and at intersections.	**A9.1** Safe sight distances are provided in accordance with *Planning Scheme Policy No 6 – Transport, Traffic and Parking.*

(4) Pedestrian and Cyclist Facilities[26]

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 A network of pedestrian ways and cycle routes is provided having regard to: **(a) opportunities to link open space networks and community facilities, including public transport stops, local activity centres and schools;** **(b) likely trip purpose;** **(c) topography;** **(d) cyclist and pedestrian safety;** **(e) cost effectiveness;** **(f) likely user volumes and types; and** **(g) convenience.**	**A1.1** The bikeways network is located and provided in accordance with the overall planning for the area by Council and relevant State government agencies, and consistent with the requirements of *the Priority Infrastructure Plan* and *Planning Scheme Policy No.6 – Transport, Traffic and Parking*. **AND** **A1.2** Footpaths are provided in accordance with the characteristics intended for the particular type of road specified in *Planning Scheme Policy No.6 – Transport, Traffic and Parking*. **AND** **A1.3** Internal (local) linear linkages are: (a) (i) provided in accordance with Map 1 of the Maroochy Public Parks Strategy if indicated on Map 1; or (ii) provided in suitable locations; and (b) at least 10 m wide, unless forming part of a road reserve; and (c) capable of accommodating a combined walking/bicycle path; and (d) connected to the local street network; and (e) aligned along water courses or water bodies where relevant; and (f) broken by access points at least every 100m; and (g) are capable of being maintained in accordance with Planning Scheme Policy No.5 – Operational Works.
P2 The alignment of paths: (a) allows for the retention of trees and other significant features, (b) maximises the visual interest provided by views and landmarks where they exist; and (c) does not compromise the operation of or access to other infrastructure services	No Acceptable Measure is nominated.
P3 Pedestrian paths and cycleways are well lit and located where there is casual surveillance from nearby premises.	No Acceptable Measure is nominated.

[26] This element is not relevant to the subdivision of existing or approved buildings.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Safe street crossings are provided, with adequate sight distances, pavement markings, warning signs and safety rails.	**A4.1** Where traffic volumes exceed 3,000 vpd or design speeds exceed 50 km/h, safe crossings are created with the use of pedestrian refuges, geometry or other appropriate mechanisms in accordance with *Austroads Guide to Traffic Engineering Practice, Part 13 – Pedestrians and Part 14 – Bicycles*. **AND** **A4.2** Kerb crossings are provided at all intersections where footpaths, cyclepaths or dual use paths are located.

(5) Public Transport[27]

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Residential densities within walking distance of public transport stations and stops are set at levels that support the economic operation of services, provided this is consistent with the intended character for the particular precinct.	No Acceptable Measure is nominated.
P2 A network of public transport routes is provided having regard to: (a) distribution of likely demand; (b) scale and time of demand; (c) characteristics of travellers; (d) travel time; (e) operating characteristics; and (f) cost of providing the service.	A2.1 Except in rural precincts, at least 90% of lots are within 400m safe walking distance from an existing or potential bus route or 500m safe walking distance of an identified bus stop.
P3 Streets and roads carrying bus routes provide for ease of movement of buses between localities without complicated turning manoeuvres.	A3.1 Where bus routes link areas across any road which carries in excess of 6000 vpd, the link is designed as a roundabout or to enable a left turn into the road from one area followed by a right turn from the road into the adjoining residential area.
P4 The design of streets and roads to be used as a bus route allows for the efficient and unimpeded movement of buses without facilitating high traffic speeds	**A4.1** Neighbourhood Collector streets and any higher order roads with bus routes are designed in accordance with the characteristics specified in *Planning Scheme Policy No.6 – Transport, Traffic and Parking.*
P5 Public transport stops are located and designed to provide: **(a) adequate sight distances for passing traffic;** **(b) safe pedestrian crossing where appropriate;** **(c) shelter or shade and seating;** **(d) lighting and casual surveillance from nearby buildings;** **(e) minimal adverse impact on the amenity of adjoining premises;** **(f) timetable information; and** **(g) safe parking of bicycles at public transport interchanges.**	**A5.1** Bus stops for regular peak services are provided at the following spacings: (a) 300 metres in Residential Precincts or residential areas of Master Planned Community Precincts; and (b) 200 metres in Centre Precincts or commercial centres in Master Planned Community Precincts; and (c) 500 metres in Industrial Precincts. **AND** **A5.2** The siting of bus stops is linked to the pedestrian path network. **AND** **A5.3** Pedestrian and cyclist safety measures are provided in the vicinity of bus stops and crossing points in accordance with, *Queensland Streets, Section 4, Austroads Guide to Traffic Engineering Practice, Part 13 – Pedestrians and Part 14 - Bicycles*, and the *Queensland Manual of Uniform Traffic Control Devices.*

[27] This element is not relevant to the subdivision of existing or approved buildings.

(6) Public Parks Infrastructure[28]

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Public parks infrastructure[29] is provided that: **(a) is accessible and equitably distributed in a manner appropriate to the proposed settlement or development;** **(b) contributes to the legibility and character of the development;** **(c) allows for a range of uses and activities;** **(d) is cost effective to maintain;** **(e) contributes to stormwater management, visual amenity and environmental care;** **(f) provides opportunities for rest and social interaction; and** **(g) facilitates safe connectivity between areas.**	**A1.1** (a) A cash contribution is paid in accordance with the rates set out in the the applicable infrastructure charging instrument; OR (b) Land is provided for public parks infrastructure[30] purposes which: (i) includes any public park project[31] identified or listed in the Priority Infrastructure Plan; and (ii) meets the standards set out in *the Priority Infrastructure Plan*; and (iii) is suitable for use as public parks infrastructure, having regard to its: 1. flexibility/potential for a multiple recreational functions; 2. value as a link or for consolidation of open space in the locality (particularly within the broader functions of drainage, conservation and visual amenity); 3. safety and opportunities for casual surveillance; and 4. likely noise levels; and (iv) is free from encumbrances and able to be used for its intended purpose[32]. **AND** **Where land is provided:** **A1.2** Preliminary works are undertaken free of cost to the Council and in accordance with *Planning Scheme Policy No.5 – Operational Works* so that that the land is useable for its intended purpose. **AND** **A1.3** Waterfront parks are of a width which is capable of accommodating the intended function of the park.

[28] This element is not relevant to the subdivision of existing or approved buildings.

[29] *Descriptions of the type of open space to be provided in the Shire are provided in thethe Priority Infrastrcture Plan.*

[30] Where the value of land to be dedicated for park exceeds the open space infrastructure contribution or infrastructure charges obligation associated with the development, the applicant will be entitled to financial compensation.

[31] Where public parks infrastructure is listed for a planning area rather than individually identified, the applicant can determine whether parkland dedication will be required for the development by reference to the priority infrastructure plan.

[32] The ability to be used for recreational purposes may be affected by cultural or conservation significance, infrastructure (eg high voltage overhead power lines, services and easements) and other features, except where these can be incorporated to supplement or enhance the uses of the park.

[28] Council will not endorse a plan of subdivision for a building until the building and relevant works (including provision of car parking, clothes drying and mail box facilities and landscaping) have been substantially completed, and if necessary, a certificate of classification has been issued.

(7) Volumetric Subdivision

PERFORMANCE CRITERIA / ACCEPTABLE MEASURES	
P1 Reconfiguration of the space above or below the surface of land is necessary to facilitate efficient development in accordance with the intent of the precinct in which the land is located, or is consistent with a lawful approval that has not lapsed.	*No Acceptable Measure is nominated*

(8) Subdivision of Existing or Approved Buildings

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Subdivision of existing or approved buildings (whether or not including land) does not cause the use of the land to become unlawful. [33]	No Acceptable Measure is nominated

[33] Council will not endorse a plan of subdivision for a building until the building and relevant works (including provision of car parking, clothes drying and mail box facilities and landscaping) have been substantially completed, and if necessary, a certificate of classification has been issued.