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| *Brisbane City Council City Plan 2014* |
| Amendment Package N |
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1. **Guide to this document**
2. In this document, amendments to *Brisbane City Plan 2014* (v.22) are detailed as follows:
3. in the Schedule of text amendments:
4. text identified in strikethrough and red highlight (e.g. ~~example~~) represents text to be omitted;
5. text identified in underlining and green highlight (e.g. example) represents text to be inserted; and
6. in the Schedule of mapping amendments, insertion or omissions are as detailed in the tables. Text that is preceded by the heading “**Reason for change**” does not form part of the amendments and is included as explanatory information about the reason for the proposed amendment only.

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 1 Introduction \ 1.1 Introduction \ 1.1.2 Purpose of planning scheme policy

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| **Reason for change:** To include a reference to *Inclusive Brisbane Plan 2019-2029* to ensure that the Infrastructure design planning scheme policy considers access and inclusion for all. |

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| Editor’s note—Further information and guidance for the planning and design of the built environment to reasonably consider access and inclusion for all is provided in the *Inclusive Brisbane Plan 2019-2029.* |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 1 Introduction \ 1.1 Introduction \ 1.1.3 Terminology \ Table 1.1.3.B— Abbreviations, acronyms and terminology

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| |  |  | | --- | --- | |  |  | | NPL | Network Public Lighting | |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 1 Introduction \ 1.1 Introduction \ 1.1.4 Standard drawings and reference specifications \ Table 1.1.4.A—Standard drawings

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | BSD-2104 | Intermediate bus stop – Sheet 1 of 3 | E | March 2021 | | Intermediate bus stop – In centres – Sheet 2 of 3 | E | March 2021 | | Intermediate bus stop – Constrained site – Sheet 3 of 3 | E | March 2021 | |

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 1 Introduction \ 1.1 Introduction \ 1.1.4 Standard drawings and reference specifications \ Table 1.1.4.B—Reference specifications

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#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.2 Major roads \ 3.2.2 Standard drawings \ Table 3.2.2.A—Standard drawings for major roads

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#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.2 Major roads \ 3.2.4 Cross-section for major roads standards \ Table 3.2.4.4.A—Medians for major roads

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| **Reason for change:** To update an existing Reference Specification reference. |

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| In general, coloured surface, exposed aggregate, broomed concrete, or stencilled concrete treatments are preferred to paver bricks, due to maintenance considerations. Refer to Reference Specifications for Engineering Work S155 Road Pavement Markings for approved surface colours. Turfed and landscaped medians should have side drains installed under the median kerb (i.e. on both sides of the median). An outlet should be provided for these side drains to an existing maintenance hole, gully or other functional side drain. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.3 Minor roads \ 3.3.2 Standard drawings \ Table 3.3.2.A—Standard drawings for minor roads

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#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.5 Pavement design \ 3.5.1 Design principles

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| **Reason for change:** To update an existing Reference Specification reference. |

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| The underlying principle of pavement design is to achieve a pavement that is functional, structurally sound, has good ride quality, adequate skid resistance, and requires minimal maintenance under the anticipated traffic loading adopted for the design period. The selection process involves adoption of material types, thicknesses and configurations of the pavement layers to meet the design objectives. The design criteria specified in this section are based on the following publications:   1. Guide to Pavement Technology – Part 2: Pavement Structural Design (Austroads, 2012); 2. Reference Specifications for Engineering Work (Brisbane City Council), in particular:    1. S140 Earthworks;    2. S150 Roadworks;    3. S180 Unit Paving;    4. S300 Quarry Products;    5. S310 Supply of Dense Graded Asphalt;    6. S320 Laying of Asphalt;    7. S330 Sprayed Bituminous Surfacing. 3. Pavement Rehabilitation Design Manual (Brisbane City Council); 4. Pavement Design Manual – Supplement to Part 2: Pavement Structural Design of the Austroads’ Guide to Pavement Technology (Department of Transport and Main Roads, 2013); 5. Guide to Pavement Technology – Part 4D: Stabilised Materials (Austroads, 2006); 6. Guide to Pavement Technology – Part 4L: Stabilising Binders (Austroads, 2009); 7. Guide to Industrial Floors and Pavements – Design, Construction and Specification (Cement, Concrete and Aggregates Australia, 2009); 8. Guide to Residential Streets and Paths (Cement & Concrete Association of Australia, C&CAA T51, February 2004; 9. Pavement Recycling and Stabilisation Guide (Auststab Ltd, 2015). |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.5 Pavement design \ 3.5.4 Subgrade elevation \ 3.5.4.5 Soft subgrades

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. If the CBR determined for the subgrade is less than CBR 3 for flexible (granular, full depth asphalt or stabilised) pavement and CBR 5 for concrete pavement, then one of the following subgrade treatment options is required:    1. remove unsuitable subgrade material and replace with Class 3 gravel or select material that meets the requirements for select fill as specified in Reference Specifications for Engineering Work S140 Earthworks. The minimum depth of subgrade replacement is shown in Table 3.5.4.5.A;    2. carry out lime stabilisation treatment in accordance with the methodologies set out in section 3.5.6.4;    3. use other techniques such as rock spalls on geotextile, geogrids together with correctly sized gravel blanket course etc. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.5 Pavement design \ 3.5.5 Design procedure \ 3.5.5.2 Roads subject to heavy traffic loadings – TL20 > 1.0 x 106 ESAs \ 3.5.5.2.2 Full-depth asphalt

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. Full-depth asphalt shall be placed on a minimum of 150mm thick granular working platform except for roads where TL20 > 1.0 x 107 ESAs over a 20-year period where a minimum of 300-mm thick granular working platform is required. However, the actual thickness required is a function of the subgrade strength and working platform over 300mm thick may be required for low strength subgrade. The granular working platform should comprise the following layers in accordance with Reference Specifications for Engineering Work S300 Quarry Products:    1. minimum 150mm-thick top layer of Class 1 material;    2. for arterial roads, an additional 150mm thick sub-base courses of Class 2 material (or alternatively Class 1 material);    3. subsequent sub-base courses of Class 3 material (or alternatively Class 1 or 2 material) as required for subgrade improvement. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.5 Pavement design \ 3.5.5 Design procedure \ 3.5.5.2 Roads subject to heavy traffic loadings – TL20 > 1.0 x 106 ESAs \ 3.5.5.2.2 Full-depth asphalt \ 3.5.5.2.2.5 Construction and design tolerances in pavement design

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. The added tolerances reflect the uncertainty and variability of the materials and technology. If the CIRCLY design, plus the added tolerance, is less than the minimum layer thickness specified by Council, then the minimum requirement must be adopted. The layer thickness limits for individual asphalt layers are outlined in Reference Specifications for Engineering Work S320 Laying of Asphalt*.* |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.5 Pavement design \ 3.5.8 Road surfacing \ 3.5.8.1 Performance requirements

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. The absolute minimum skid resistance to be provided by the pavement surfacing shall be BPN of 45 when measured using the portable pendulum tester. However, individual locations may require higher skid resistance as defined in the Reference Specifications for Engineering Work – S150 Roadworks. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.5 Pavement design \ 3.5.8 Road surfacing \ 3.5.8.2 Asphalt

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. Asphalt surfacing shall comply with Reference Specifications for Engineering Work:    1. S120 Quality;    2. S310 Supply of Dense Graded Asphalt;    3. S320 Laying of Asphalt. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.5 Pavement design \ 3.5.8 Road surfacing \ 3.5.8.3 Concrete

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. A wide variety of surface finishes are available for concrete pavements. There is no restriction on the use of tyned- or broomed-surface finish. The concrete shall have a 28-day compressive strength of not less than 40MPa. For coloured treatments on concrete surfaces, refer to section 3.5.8.4 and Reference Specifications for Engineering Work S155 Road Pavement Markings for specific requirements. |

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. Exposed aggregate surface is permitted in local traffic area threshold treatments provided that the crushed aggregate finish:    1. achieves a minimum polished aggregate friction value (PAFV) of 45;    2. complies with the skid resistance requirements of Reference Specifications for Engineering Work – S150 Roadworks. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.5 Pavement design \ 3.5.8 Road surfacing \ 3.5.8.5 Segmental pavers \ 3.5.8.5.2 Limitation of use

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| **Reason for change:** To update an existing Reference Specification reference. |

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| Pavers should be restricted for use in local traffic area threshold treatments, landscaping features in speed control devices, traffic medians and traffic islands. As a guide, the areas of pavers should not make up more than 10% of the total road pavement area. Types of paver, colour, manufacturer, product number etc. should be shown on the engineering drawings. Slip and skid resistance values and permitted colours should comply with Reference Specifications for Engineering Work – S150 Roadworks. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.7 Streetscape hierarchy \ 3.7.4 Design standards for specific street types \ 3.7.4.3 Centre streets \ 3.7.4.3.1 Typical layout

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| **Reason for change:** To update a link to a figure. |

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| The principles in Table 3.7.4.3.1.A must be applied when designing a centre street verge layout, as shown in Figure 3.7.4.3.1a—Centre street layout. | |
| **Reason for change:** To align the title of the figure to the Streetscape hierarchy overlay. |



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| **Reason for change:** To align the title of the figure to the Streetscape hierarchy overlay. |

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| **Reason for change:** To align the title of the figure to the Streetscape hierarchy overlay. |

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| **Reason for change:** To align the title of the figure to the Streetscape hierarchy overlay. |

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| View the high resolution of Figure 3.7.4.3.1a—Centre street layout |

**Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.7.6 Design standards for street furniture \ 3.7.6.5 Furniture elements \ Table 3.7.6.5.A—Furniture elements**

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | **Materials and finishes** | A seat has:   1. a galvanised and powder-coated mild steel frame; 2. hardwood timber slats sourced from plantation or sustainably harvested sources; 3. timber finished with Jarrah stain and smooth, water based furniture oil. | | **Fixing** | Surface mounted – fixed with 10mm diameter x 150mm long expansion bolts and dome nuts.  When element is to be placed in asphalt refer to BSD-7205. | |

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | **Materials and finishes** | A public transport seat has:   1. a galvanised and powder-coated mild steel frame; 2. hardwood timber slats sourced from plantation or sustainably harvested sources; 3. timber finished with Jarrah stain and smooth, water based furniture oil. | | **Fixing** | Surface mounted – fixed with 10mm diameter x 150mm long expansion bolts and dome nuts.  When element is to be placed in asphalt refer to BSD-7205. | |

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | **Materials and finishes** | A bench has:   1. a galvanised and powder-coated mild steel frame; 2. hardwood timber slats sourced from plantation or sustainably harvested sources; 3. timber finished in ‘Bunnings Jarrah’ stain or approved alternative. | | **Fixing** | Surface mounted – fixed with 10mm diameter x 150mm long expansion bolts and acorn nuts.  When element is to be placed in asphalt refer to BSD-7205. | |

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | **Materials and finishes** | Urban stools are precast concrete with a Class 1 concrete finish. | | **Fixing** | 20mm diameter galvanised threaded rod fixed into stool and chemset into concrete pavement.  When element is to be placed in asphalt refer to BSD-7205. | |

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | **Materials and finishes** | The bin enclosure has powder-coated aluminium panels and an 'Iridium' anodised aluminium lid, frame and apron. | | **Fixing** | Surface mounted – fixed with 4mm x 10mm diameter x 150mm long expansion bolts and dome nuts.  When element is to be placed in asphalt refer to BSD-7205. | |

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | **Materials and finishes** | A drinking fountain is:   1. 316 stainless steel natural colour; 2. 600 grit polish/garnet blasted; or 3. highly polished as specified. | | **Fixing** | Surface mounted to rag bolt cage cast into concrete pavement.  When element is to be placed in asphalt refer to BSD-7205. | |

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | **Materials and finishes** | A bollard is natural colour 316 grade stainless steel, and its finish is 600 grit polish/garnet blasted. | | **Fixing** | Fixed bollard – surface mounted to rag bolt cage cast into concrete pavement.  Removable bollard – surface mounted to removable bollard case set in concrete pavement.  When element is to be placed in asphalt refer to BSD-7205. | |

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | **Materials and finishes** | A bike rack is natural colour 316 grade stainless steel, and its finish is to be 600 grit polish/garnet blasted. | | **Fixing** | Surface mounted – stainless steel base plate fixed with 4mm x 10mm diameter x 150mm long expansion bolts and acorn nuts.  When element is to be placed in asphalt refer to BSD-7205. | |

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| **Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.7.7 Design standards for lighting \ 3.7.7.1 Scope**  **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **3.7.7.1 Scope** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting  standards in the Infrastructure design planning scheme policy. | |

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| 1. Pedestrian lighting is provided in the following streetscape hierarchy areas:   a. Locality street (where specified by suburban centre improvement projects identified in Table 5.1.1 of Chapter 5 Streetscape locality advice or neighbourhood plan areas and other locations as identified in Table 5.1.2 of Chapter 5);  b. Subtropical boulevard – in centre verge width 6m sub-category;  c. Subtropical boulevard – in centre verge width 5m sub-category;  d. Subtropical boulevard – in centre verge width 3.75/4.25m sub-category;  e. Subtropical boulevard – out of centre verge width 6m sub-category;  f. Subtropical boulevard – out of centre verge width 5m sub-category;  g. Subtropical boulevard – out of centre verge width 3.75/4.25m sub-category;  h. Centre street major sub-category;  i. Centre street minor sub-category;  j. Laneway within or abutting zone specified in Table 3.7.7.3.A;  k. Pathway link. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| **3.7.7.2 Sustainability** |
| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. | |

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| 1. Pedestrian lights installed shall minimise energy use and reduce life cycle costs. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| Note—Council requires Light Emitting Diode (LED) luminaires to be used. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 2. Pedestrian lights, other than under awning lights, shall be enabled for smart controls by being fitted with a National Electrical manufactures Association (NEMA) 7 pin receptacle or an alternative approved by Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **3.7.7.3 Lighting Design** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. The lighting design is to be constructible, maintainable, sustainable, safe and affordable. It should have regard to the ability to access the installation for maintenance, cost of equipment used and the availability and cost of spare and replacements parts. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| 2. Unless specified otherwise in this chapter, or by written requirements of Council, the design and installation of pedestrian lighting shall:  a. conform to AS/NZS 1158 - Lighting for roads and public spaces (set) - (AS/NZS 1158); |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—AS/NZS 1158 provides quantitative guidelines on illuminance for exterior applications. Lighting categories consist of 'Category V Lighting' and 'Category P Lighting'. AS/NZS 1158 sets the base minimum requirements for lighting in streets and other public spaces. Category V Lighting is applicable to roads on which the visual requirements of motorists are dominant. Category P Lighting is applicable to roads and other outdoor public spaces on which the visual requirements of pedestrians are dominant. Subcategories are applicable for roads, pathways and cycle paths, public activity areas, carparks and connecting elements. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Photometric data (I-Tables) used for the spacing/illuminance calculations must derive from a National Association of Testing Authorities (NATA) accredited laboratory or a laboratory recognised by NATA under the mutual recognition system. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning  scheme policy to the current Australian Standard for Lighting for roads and public spaces  (AS/NZ1158.3.1). |

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| b. meet the applicable AS/NZS 1158.3.1 lighting subcategories specified in Table 3.7.7.3.A in this chapter. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Council may assess and advise in writing that the lighting subcategory be varied to reflect pedestrian or cycle use, risk of crime or amenity. Refer Tables 2.1, 2,2, 2.3 or 2.5 of AS/NZS 1158.3.1. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Section 3 of AS/NZS 1158.3.1 contains the light technical parameters for the lighting subcategories referred to in the table. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| **Table 3.7.7.3.A—AS/NZS 1158.3.1 Lighting subcategories for pedestrian lighting** |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| **Streetscape hierarchy (refer to the Streetscape hierarchy overlay)** | **Pedestrian lighting subcategory** |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning  scheme policy to the current Australian Standard for Lighting for roads and public spaces  (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Locality street (where specified by suburban centre improvement projects identified in Table 5.1.1 of Chapter 5 or neighbourhood plan areas and other locations as identified in Table 5.1.2 of Chapter 5) | PP3  PA1 when under awning | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Subtropical boulevard – in centre verge width 6m sub-category | PP3  PA1 when under awning | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Subtropical boulevard – in centre verge width 5m sub-category | PP3  PA1 when under awning | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Subtropical boulevard – in centre verge width 3.75/4.25m sub-category | PP3  PA1 when under awning | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Subtropical boulevard – out of centre verge width 6m sub-category | PP3  PA1 when under awning | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Subtropical boulevard – out of centre verge width 5m sub-category | PP3  PA1 when under awning | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Subtropical boulevard – out of centre verge width 3.75/4.25m sub-category | PP3  PA1 when under awning | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Centre street – major sub-category | PP3  PA1 when under awning | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Centre street – minor sub-category | PP3  PA1 when under awning | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning  scheme policy to the current Australian Standard for Lighting for roads and public spaces  (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Laneway (within or abutting one of the following zones):  NC Neighbourhood centre  DC1 District centre (District zone precinct)  DC2 District centre (Corridor zone precinct)  MC Major centre  PC1 Principal centre (City centre zone precinct)  PC2 Principal centre (Regional centre zone precinct)  MU1 Mixed use (Inner city zone precinct)  MU2 Mixed use (Centre frame zone precinct)  MU3 Mixed use (Corridor zone precinct)  SC1 Specialised centre (Major education and research facility zone precinct)  SC2 Specialised centre (Entertainment and conference centre zone precinct)  SC3 Specialised centre (Brisbane Markets zone precinct)  SC4 Specialised centre (Large format retail zone precinct)  SC5 Specialised centre (Mixed industry and business zone precinct)  SC6 Specialised centre (Marina zone precinct) | PP2  PA1 when under awning | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Pathway link | PR6 | |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| c. where installed as NPL 3 tariff or metered:  i. comply with AS/NZS 3000 - Electrical Installations (known as the Australian/New Zealand Wiring Rules);  ii. conform with relevant Council Reference Specification and Brisbane Standard Drawings (where there are no awnings, BSD-11001, BSD-11002, BSD-11003 and BSD-11004 are applicable, unless varied by Council);  iii. conform with the Department of Transport and Main Roads standards, where relevant and applicable.  d. where installed as NPL 2 tariff (contributed) comply to Energex policies, design standards and standard work practices.  e. a lighting design certified by a suitably qualified Electrical Engineering Consultant must be provided to Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Editor's note—For information on the Council assessment process and the requirements for a suitably qualified Electrical Engineering Consultant, refer to the Infrastructure Installation and Construction Requirements Manual. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. An electrical reticulation plan certified by a Registered Profession Engineer Queensland – Electrical must be provided to Council for the lighting. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

3.7.7.4 Correlated Colour Temperature and Colour Rendering Index

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 1. The nominal CCT of all pedestrian lighting shall be 4000 kelvins (K). |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| Note—CCT shall be within the tolerance levels defined in SA/SNZ TS 1158.6 Technical Specification Lighting for roads and public spaces – Part 6 – Luminaires – Performance. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 2. The minimum CRI for all pedestrian lighting should be the maximum available, but not less than 70. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

3.7.7.5 Specific requirements for pathway lighting

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. Unless specified otherwise in this chapter, the design and installation of pedestrian lighting meet the following requirements:  a. under awning lighting is to be used where an awning exists or is proposed;  b. under awning lighting shall ensure zero candelas (cd) is achieved at 90 degrees and conform with the applicable light technical parameters for public lighting of AS/NZS 4282 - Control of the obtrusive effects of outdoor lighting;  c. the operating and maintenance costs of under awning lights are borne by the building owner;  d. under awning lights operate form dusk until dawn;  e. to be located below the tree canopy of existing trees or sufficiently separated from existing or proposed vegetation so the vegetation does not obstruct light reaching the area intended to be illuminated. Council's preference is to have a clear trunk of a minimum height of 3m at maturity where located within 7m of a pedestrian light.  f. for Pathway links:  i. use lights which achieve zero candelas (cd) at 90 degrees;  ii. where only one light is required, locate the light near the rear property boundaries; |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—if the pathway link exceeds 60m a second light is usually required. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| iii. use a 5m base plate mounted hinge pole. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

**3.7.7.6 Variation**

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. Council may allow the Specific requirements for pathway lighting, CCT or CRI to be varied in consideration of special circumstances and the requirements of AS/NZS 1158. Council must be consulted. Circumstances that may warrant a variation include:  a. when lighting may have detrimental impacts on surrounding uses; or |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Lighting which spills onto adjoining properties should not be obtrusive. Preference should be given to using luminaires that allow for the use of spill light such as adhesive shielding, LED shielding modules or tilt angle adapters. Council will have regard to AS/NZS 1158 and AS/NZS 4282 when assessing the obtrusive effects of lighting. In some circumstances it may not be possible to avoid obtrusive lighting in order to meet a specific community need (e.g. light in high risk crime areas) or to meet the design requirements/limitations or road arrangement requirements. In these cases, Council should be consulted. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| b. when lighting may adversely affect environmental protection areas such as Conservation and Environmental management zones and High ecological significance areas; or  c. to minimise the risk of crime in accordance with the principles outlined in the Crime prevention through environmental design planning scheme policy; or  d. illumination is required for CCTV. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. For pedestrian lighting where the street lighting equipment is different to the requirements outlined in this chapter, the developer is responsible for any additional life cycle costs that may be incurred by Council (except when the variation is a Council requirements). |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. Life cycle costs are to be calculated by an electrical engineering consultant as specified in Chapter 9, section 9.3.6(5). |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.10 Traffic management and direction \ 3.10.1 General \ 3.10.1.1 Pavement marking

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. Pavement marking designs should be prepared in accordance with the Queensland Manual of Uniform Traffic Control Devices (MUTCD, Queensland Department of Transport and Main Roads) and the specific requirements of Brisbane City Council Standard Drawings and Reference Specifications for Engineering Work S155 Road Pavement Markings. This specification details the acceptable materials and defines the requirements for the installation of longitudinal and transverse pavement markings including retroreflective glass beads and anti-skid material. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.10 Traffic management and direction \ 3.10.1 General \ 3.10.1.2 Traffic signs

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. Traffic signs should be provided in accordance with the Queensland Manual of Uniform Traffic Control Devices (MUTCD, Queensland Department of Transport and Main Roads) and the specific requirements of Reference Specifications for Engineering Work S154 Traffic Signs and Roadside Furniture. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.10 Traffic management and direction \ 3.10.1 General \ 3.10.1.3 Guide posts

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| **Reason for change:** To update an existing Reference Specification reference. |

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| Guide posts should be installed in accordance with BSD-7121 and Reference Specifications for Engineering Work S154 Traffic Signs and Roadside Furniture. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.10 Traffic management and direction \ 3.10.2 Pathway signage and pavement marking

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. Regulatory signage and pavement marking designs are to be prepared in accordance with the Queensland Manual of Uniform Traffic Control Devices (MUTCD, Queensland Department of Transport and Main Roads) and the specific requirements of Standard Drawings and Reference Specifications for Engineering Work S154 Traffic Signs and Roadside Furniture and S155 Road Pavement Markings. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.10 Traffic management and direction \ 3.10.3 Coloured pavement treatment \ 3.10.3.2 Specifications

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. These coloured pavement surface treatments are covered in Reference Specifications for Engineering Work S155 Road Pavement Markings. Coloured surface treatments are broken into 2 types as described below:    1. Type 1: Coating systems generally for traffic delineation and guidance, typically in a light traffic environment (e.g. threshold treatments in residential areas or bicycle and bus lanes);    2. Type 2: Specialised (resin) bonded aggregate systems for locations where a high skid resistance surfacing is required (e.g. locations of wet weather skidding, accident black spots). |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.10 Traffic management and direction \ 3.10.3 Coloured pavement treatment \ 3.10.3.5 Bicycle lanes

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. Refer to Reference Specifications for Engineering Work S155 Road Pavement Markings for material details. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.10 Traffic management and direction \ 3.10.3 Coloured pavement treatment \ 3.10.3.8 High friction surface treatments

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| **Reason for change:** To update an existing Reference Specification reference. |

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| This treatment is applied to areas or sections of a road that has a history of accidents and/or considered to have a surface with an unacceptable skid level.  While not technically a coloured pavement treatment and not performing a traffic function, these treatments are normally a different colour to the existing road surface and are often very noticeable. They are covered by the same specification as coloured pavement treatments and are often applied by the same suppliers using very similar techniques.  Care has to be taken when considering work on or near these treatments as their installation is considered a safety issue. When maintenance is required on these treatments, they must be replaced with a high fiction surface treatment that has a minimum skid resistance value of 65 BPN. Refer to Reference Specifications for Engineering Work S155 Road Pavement Markings for material details. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 3 Road corridor design \ 3.10 Traffic management and direction \ 3.11 Fences and barriers \ 3.11.3 Design standards \ 3.11.3.3 Road safety barriers \ 3.11.3.3.1 Flexible guardrail – general requirements

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. Flexible guardrails should be designed as per Reference Specifications for Engineering Work S154 Traffic Signs and Roadside Furniture and QTMR Standard Drawings |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 4 Pathway design outside the road corridor \ 4.3 Design standards \ 4.3.6 pathway lighting \ 4.3.6.1 Scope

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

**4.3.6.1 Scope**

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. Lighting is provided on:    1. pathways identified on the Bicycle network overlay map;   c. other pathways that:  i. have high usage outside daylight hours; or  ii. have potential hazards for travel in the dark, such as difficult grades or complex geometry; or  iii.have  iv. conflict points such as pathway intersections and intersections with roads; or  v.are not under visual surveillance and where personal safety of travellers after dark might be compromised such as under bridges, tunnels, underpasses and long pathways. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

**4.3.6.2 Sustainability**

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 1. Pathway lights installed shall minimise energy use and reduce life cycle costs. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| Note—Council requires Light Emitting Diode (LED) luminaires to be used. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 2. Pathway lights shall be enabled for smart controls by being fitted with a National Electrical Manufacturers Association (NEMA) 7 pin receptacle or an alternative approved by Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

**4.3.6.3 Lighting Design**

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. The lighting design is to be constructible, maintainable, sustainable, safe and affordable. It should have regard to the ability to access the installation for maintenance, cost of equipment used, and the availability and cost of spare and replacement parts. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| 2. Unless specified otherwise in this chapter, or by written requirements of Council, the design and installation of pathway lighting shall:  a. conform to AS/NZS 1158 - Lighting for roads and public spaces (set) - (AS/NZS 1158); |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—AS/NZS 1158 provides quantitative guidelines on illuminance for exterior applications. Lighting categories consist of ‘Category V Lighting’ and ‘Category P Lighting’. AS/NZS 1158 sets the base minimum requirements for lighting in streets and other public spaces.  Category V Lighting is applicable to roads on which the visual requirements of motorists are dominant. Category P Lighting is applicable to roads and other outdoor public spaces on which the visual requirements of pedestrians are dominant. Subcategories are applicable for roads, pathways and cycle paths, public activity areas, carparks and connecting elements. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Photometric data (I-Tables) used for the spacing/illuminance calculations must derive from a National Association of Testing Authorities (NATA) accredited laboratory or a laboratory recognised by NATA under the mutual recognition system. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| b. meet the applicable AS/NZS 1158.3.1 lighting subcategories specified in Table 4.3.6.3.A in this chapter. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Council may assess and advise in writing that the lighting subcategory be varied to reflect pedestrian or cycle use, risk of crime or amenity.  Refer to Tables 2.1, 2.2, 2.3 or 2.5 of AS/NZS 1158.3.1. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Section 3 of AS/NZS 1158.3.1 contains the light technical parameters for the lighting subcategories referred to in the table. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Table 4.3.6.3.A—AS/NZS 1158.3.1 Lighting subcategories for Brisbane pathways outside the road corridor |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Pathway/Bikeway (Refer Bicycle network overlay) | Lighting subcategory | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Primary cycleway, secondary cycleway, Riverwalk Typology 1, Riverwalk Typology 2 and Riverwalk - Floating walkway | PP3 | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Other pathways when they meet one or more of these criteria | | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Pathways in locations that have potential hazards, such as difficult grades or complex geometry, for travel in the dark | PP4 where continuous lighting is provided.  Otherwise Flag Lighting. | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Pathways that will have high usage outside daylight hours | PP4 where continuous lighting is provided.  Otherwise Flag Lighting. | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Pathways where there are potential conflict points such as path intersections and intersections with roads | PP4 where continuous lighting is provided.  Otherwise Flag Lighting. | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Pathways that are not under visual surveillance and where personal safety of travellers after dark might be compromised, such as under bridges, tunnels and long pathways  Note—Areas not under visual surveillance require special consideration and Council should be contacted for site-specific requirements | PP3 on pathways.  PE1 for fully enclosed pedestrian underpasses (e.g. a subway or tunnel).  PP2 for other pedestrian underpasses. | |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| c. where installed as NPL 3 tariff or metered:  i. comply with AS/NZS 3000 - Electrical Installations (known as the Australian/New Zealand Wiring Rules);  ii. conform with relevant Council Reference Specifications and Brisbane Standard Drawings (BSD-11031 and BSD-11032 are applicable);  iii. conform with the Department of Transport and Main Roads standards, where relevant and applicable. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| d. where installed as NPL 2 tariff (contributed) comply to Energex policies, design standards and standard work practices. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| e. A lighting design certified by a suitably qualified Electrical Engineering Consultant must be provided to Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Editor’s note—For information on the Council assessment process and the requirements for a suitably qualified Electrical Engineering Consultant, refer to the Infrastructure Installation and Construction Requirements Manual. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. An electrical reticulation plan certified by a Registered Professional Engineer Queensland – Electrical must be provided to Council. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

**4.3.6.6 Correlated Colour Temperature and Colour Rendering Index**

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 1. The nominal CCT of pathway lighting shall be 4000 kelvins (K). |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |  |

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| Note—CCT shall be within the tolerance levels defined in SA/SNZ TS 1158.6 Technical Specification Lighting for roads and public spaces – Part 6 – Luminaires – Performance. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |  |

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| 2. The minimum CRI for all pathway lighting should be the maximum available, but not less than 70. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

**4.3.6.7 Specific requirements for pathway lighting**

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |  |

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| 1. Unless specified otherwise in this chapter, the design and installation of pathway lighting must meet the following requirements:  a. where flag lighting is required, it is to be generally consistent with the poles and luminaires used in the surrounding area and provide sufficient illumination to adequately alert cyclist or pedestrian to the hazard or conflict;  b. there shall be no up-lights in verges or garden beds, unless designed and installed so the lighting is not impacted or obscured by vegetation, garden mulch or similar (e.g. on a plinth) and can be easily maintained;  c. the mounting height of lights is between 5m and 5.5m.  Higher mounting heights will only be permitted where the light is able to be accessed with an elevated work platform at all times. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. Subject to Council approval, timing or sensor devices may be appropriate in some locations that have low use at night or in environmentally sensitive areas. Council will specify the on/off times and dimmed lighting levels. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. Alternative technologies, such as solar lighting, should demonstrate that the life cycle costs are less than or equivalent to a mains power alternative prior to their installation. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Editor’s note—For further information about design for bikeways refer to the Infrastructure Installation and Construction Requirements Manual. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

**4.3.6.8 Variation**

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. Council may allow the Specific requirements, CCT or CRI to be varied in consideration of special circumstances and the requirements of AS/NZS 1158.  Circumstances that may warrant a variation include:  a. when lighting may have detrimental impacts on surrounding uses; or |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Lighting which spills onto adjoining properties should not be obtrusive. Preference should be given to using luminaries that allow for the use of spill light treatments such as adhesive shielding, LED shielding modules or tilt angle adapters.  Council will have regard to AS/NZS 1158 and AS/NZS 4282 when assessing the obtrusive effects of lighting. In some circumstances it may not be possible to avoid obtrusive lighting in order to meet a specific community need (e.g. light in high risk crime areas) or to meet design requirements/limitations or road arrangement requirements.  In these cases, Council should be consulted. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| b. when lighting may adversely affect environmental protection areas such as Conservation and Environmental management zones and High ecological significance areas; or  c. to minimise the risk of crime in accordance with the principles outlined in the Crime prevention through environmental design planning scheme policy; or  d. illumination is required for CCTV. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the planning scheme policy. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZS1158.3.1). |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZS1158.3.1). |

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| ~~4.~~  ~~a.~~  ~~b.~~  ~~c.~~  ~~d.~~ |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~5.~~  ~~a.~~  ~~b.~~ |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 6 Public art \ 6.2 Design specifications and guidelines

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. The Council’s Reference Specifications for Engineering Work in Table 6.2 and are to be met when designing, constructing and installing public art. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. The following guidelines are also to be used to inform the design and construction of public art:    1. AS/NZS 1158.3.1 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements;    2. AS 1428 (Set)-2010 Design for access and mobility Set;    3. AS 4685 (Set)-2004 Australian Playground and Safety Standards Set;    4. AS/NZS 3661.2:1994 Slip resistance of pedestrian surfaces - Guide to the reduction of slip hazards;    5. AS/NZS 4586:2004 Slip resistance classification of new pedestrian surface materials;    6. AS/NZS 4663:2004 Slip resistance measurement of existing pedestrian surfaces;    7. Austroads: Guide to Road Design Part 6A Pedestrian and Cyclist Paths. |

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| **Reason for change:** To update an existing Reference Specification reference. |  |

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| Table 6.2—Reference Specifications for Engineering Work for public art |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 6 Public art \ 6.3 Design standards \ 6.3.6 Lighting to artwork

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. If artwork is to be lit, lighting for the public art is considered independently of the requirement for pedestrian, street, pathway and park lighting. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. Lighting for public art is to be on a different circuit to lighting used for public safety lighting including pedestrian, street, pathway and park lighting. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. For public art lighting:  a. on the verge, the point of supply for electricity is to be gained from the adjacent development site; or  b. in the public areas of buildings, the point of supply for electricity is to be gained from the building; or  c. in a park, the point of supply for electricity is to be gained from the park’s metered supply or the adjacent development site. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 4. The lighting design, including luminaire specification and placement, shall address safety considerations (e.g. low heat generation, where lighting can come into contact with a person). |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 5. The lighting design does not cause nuisance glare to any neighbouring residential properties. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Lighting which spills onto adjoining properties should not be obtrusive. Council will have regard to AS/NZS 4282 when assessing the obtrusive effects of lighting. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 6. An electrical reticulation plan certified by a Registered Professional Engineer Queensland – Electrical must be provided to Council for the lighting. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 7 Stormwater drainage \ 7.4 Drainage infrastructure \ 7.4.3 Stormwater pipelines \ 7.4.3.2 Pipe grade

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| **Reason for change:** To update an existing Reference Specification reference. |

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| The minimum pipe grade is to be designed in accordance with Reference Specifications for Engineering Work S160 Drainage section 3.2.1. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 7 Stormwater drainage \ 7.4 Drainage infrastructure \ 7.4.3 Stormwater pipelines \ 7.4.3.3 Depth of cover to pipes

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| **Reason for change:** To update an existing Reference Specification reference. |  |

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| 1. Depth of cover to pipes to be engineered to meet whole-of-life design requirements, including construction and pavement reconstruction loads. Refer to Reference Specifications for Engineering Work S145 Installation and Maintenance of Utility Services and Standard Drawings BSD-2042 and BSD-2043 for minimum design requirements. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 7 Stormwater drainage \ 7.9 Water cycle management \ 7.9.3 Permanent methods of water quality control

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy by requiring proprietary stormwater treatment devices to receive independent verification of performance metrics from the Stormwater Quality Improvement Device Evaluation Process (SQIDEP) by Stormwater Australia. |

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| 1. Minimum reductions in mean annual pollutant loads from unmitigated developments, (to be achieved by new developments) are 80% total suspended solids (TSS), 60% total phosphorus (TP), 45% total nitrogen and 90% gross pollutants > 5mm.The water quality treatment strategy and design solution provided in the SBSMP may be derived either by:    1. Computer Modelling Software (MUSIC) where reporting follows the procedures detailed in Chapter 7 of the Water by Design publication ‘MUSIC Modelling Guidelines’; or    2. adoption of a relevant best practice solution with supporting evidence and calculations to demonstrate the solution has been adopted correctly.   If a proprietary stormwater treatment device(s) is included in the design solution, independent verification of the performance-metrics of this device shall be demonstrated by Stormwater Australia SQIDEP Verification Certificate, and these certified performance-metrics shall be reflected in modelling and/or calculations provided in 5(a) or 5(b). |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 8 Structures \ 8.9 Fences \ 8.9.4 Requirements

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| 1. The minimum standard of pedestrian safety fence is the galvanised tubular handrail as shown on BSD-7001. |

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| 1. If there is a risk of children gaining access to high risk areas or if the drop height exceeds 1m, a fence is:    1. tubular handrail with chain wire to comply with BSD-7001; or    2. galvanised weld mesh fencing BSD-7002. |

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| 1. Where required, a log barrier fence including a lock rail for access is provided in compliance with BSD-7012. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 9 Public utilities \ 9.3 Street lighting \ 9.3.1 Scope

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. Street lighting is provided for a new public street (including laneways).  2. Street lighting is provided on existing streets in the following locations and circumstances:  a. on any road frontage within or bounding the development site.  b. on any road outside the limits of the development site where construction is required.  c. if the existing street lighting installation is modified. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Refer to Chapter 3 of this planning scheme policy for guidance and information about dedicated pedestrian lighting, including under awning lighting, and lighting for pathway links. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

**9.3.2 Sustainability**

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 1. Street lights installed shall minimise energy use and reduce life cycle costs. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| Note—Council requires Light Emitting Diode (LED) luminaires to be used. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 2. Street lights shall be enabled for smart controls by being fitted with a National Electrical Manufactures Association (NEMA) 7 pin socket or an alternative approved by Council and Energex. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **9.3.3 Lighting Design** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. The lighting design is to be constructible, maintainable, sustainable, safe and affordable. It should have regard to the   ~~a.~~  ~~b.~~ ability to access the installation for maintenance, cost of equipment used and  ~~c.~~ the availability and cost of spare and replacement parts. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| 1. Unless specified otherwise in this chapter, or by written requirements of Council, the design and installation of street lighting shall:   a. conform with AS/NZS 1158 - Lighting for roads and public spaces (set) - (AS/NZS1158); |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—AS/NZS 1158 provides quantitative guidelines on illuminance for exterior applications. Lighting categories consists of 'Category V Lighting' and 'Category P Lighting'. AS/NZS 1158 sets the base minimum requirements for lighting in roads and other public spaces. Category V Lighting is applicable to roads on which the visual requirements of motorists are dominant. Category P lighting is applicable to roads and other outdoor public spaces on which the visual requirements of pedestrians are dominant. Subcategories are applicable for roads, pathways and cycle paths, public activity areas, carparks and connecting elements. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Photometric data (I-Tables) used for the spacing/illuminance calculations must derive from a National Association of Testing Authorities (NATA) accredited laboratory or a laboratory recognised by NATA under the mutual recognition system. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| b. meet the applicable AS/NZS 1158 lighting subcategories specified in Table 9.3.3.A in this chapter. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1).  Note—Council may assess and advise in writing that the lighting subcategory be varied to reflect pedestrian or cycle use, risk of crime, or amenity. Refer Tables 2.1, 2.2, 2.3, or 2.5 of AS/NZS 1158.3.1 |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1).  Note—Section 2 of AS/NZS 1158.1.1 contains the lighting technical parameters for V category lighting subcategories referred to in the table. Section 3 of AS/NZS 1158.3.1 contains the light technical parameters for the P category lighting subcategories referred to in the table. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~7.~~  ~~a.~~  ~~b.~~  ~~c.~~  ~~d.~~  ~~e.~~ |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~8.~~  ~~a.~~  ~~b.~~  ~~c.~~  ~~d.~~  ~~e.~~  ~~f.~~  ~~g.~~  ~~h.~~  ~~i.~~  ~~j.~~ |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Table 9.3.3.A—AS/NZS 1158 Lighting subcategories |
| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Arterial and Future arterial road | V3 |   **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Suburban and Future suburban road | V5 |   **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | District and Future district road | V5  No level is specified in non-urban areas, which includes Conservation, Environmental management, Rural residential and Rural zones where the average lot frontage exceeds 50m. Refer to Section 9.3.5.8 for street lighting requirements. |   **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Neighbourhood road | PR5 - when a bus route  PR6 - when the roads is used primarily for access to abutting properties, including residential properties  PR5 - Elsewhere, such as roads which collect and distribute traffic. These roads may also serve abutting properties.  No level is specified in non-urban areas which includes Conservation, Environmental management, Rural residential and Rural zones where the average lot frontage exceeds 50m. Refer to Section 9.3.5.8 for street lighting requirements. |   **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Local road | PR5 - when a bus route  PR6 - elsewhere  No level is specified in non-urban areas which includes Conservation, Environmental management, Rural residential and Rural zones where the average lot frontage exceeds 50m. Refer to Section 9.3.5.8 for street lighting requirements. |   **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | | Primary freight route(1) | V5  V3 if an arterial road |   **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—  (1) Primary freight routes overlay arterial, suburban, district, neighbourhood or local roads. The lighting subcategories specified for the primary freight route in Table 9.3.3.A takes precedence over the subcategory specified for the arterial, suburban, district, neighbourhood or local roads.  (2) Primary freight access roads overlay arterial, suburban, district, neighbourhood or local roads. The lighting subcategories specified for the primary freight specified for the primary freight access roads take precedence over the subcategory specified for the arterial, suburban, district, neighbourhood or local roads. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| c. be installed as NPL 2 tariff (contributed) and comply to Energex policies, design standards and standard work practices. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. A lighting design certified by a suitably qualified Electrical Engineering Consultant must be provided to Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—For information on the Council assessment process and the requirements for a suitably qualified Electrical Engineering Consultant, refer to the Infrastructure Installation and Construction Requirements Manual. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 4. An electrical reticulation plan certified by a Registered Professional Engineer Queensland – Electrical must be provided to Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 5. The lighting of paths on the verge which have an extensive separation from the roadway, including cycleways, should apply the pathway lighting requirements contained in Chapter 4 Pathway design outside the road corridor. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—These pathways refer to dedicated and separated pathways, it does not include the typical footpath which is contiguous with the formed roadway. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| **9.3.~~3~~4 Correlated Colour Temperature and Colour Rendering Index** | |
| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 1. The nominal CCT of all street lighting shall be 4000 kelvins (K). |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning  scheme policy. |

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| Note—CCT shall be within the tolerance levels defined in SA/SNZ TS 1158.6 Technical Specification Lighting for roads and public spaces – Part 6 – Luminaires – Performance. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 2. The minimum CRI for all street lighting should be the maximum available, but not less than 70. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 9.3.5 Specific requirements |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 9.3.~~3.3~~5.1 Partial road construction |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. If development includes partial road construction (typically when the development adjoins an undeveloped site), lighting is designed for the ultimate road width. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **9.3.~~3~~5.2 Pedestrian facilities** |
| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). | |

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| 1. Lighting for pedestrian underpasses requires special consideration, and Council should be contacted for site-specific requirements. Generally lighting for fully enclosed pedestrian underpasses (e.g. a subway or tunnel) shall comply with lighting subcategory PE1. For other pedestrian underpasses lighting is to comply with the lighting subcategory PE2. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. Lighting at a pedestrian zebra crossing complies with AS/NZS 1158.4: Lighting for pedestrian crossings, except where a pedestrian zebra crossing is located in a P category road, in which case the AS/NZS 1158.4 requirement for Category V Lighting on each approach does not apply. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **9.3.~~3.2~~5.3 Underground electricity** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. Underground electricity services are provided for all new street lighting unless a new light is attached to an existing electricity distribution pole. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **9.3.~~3.8~~5.4 Orientation of outreaches** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. With the exception of tight bends and intersections street lighting outreaches are orientated at right angles to the adjacent kerb, edge of bitumen or footpath. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **9.3.~~6~~5.5 Lighting of local area traffic management devices** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. On roads classified as P category, where the local area traffic management (LATM) device is intended to regulate traffic and where the LATM device is not a roundabout, lighting of the LATM device should use luminaires forming part of the general lighting scheme. The lights are ideally located in close proximity to the LATM but in no case more than 0.25s (where 's' is spacing between lights applicable to the road) from the leading edge or point of the LATM. Where a new light is installed it is preferably located on an existing pole. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—This approach is used to reduce the potential for obtrusive lighting impacts on adjoining and nearby properties and is preferred by Council. Lighting, in the circumstance described in clause (1), which complies with AS/NZS 1158.3.1, may be appropriate where the lighting of the LATM will not adversely impact adjoining and nearby properties. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. For LATM devices which are not roundabouts and which are located on P category roads, it is desirable that the minimum average horizontal illuminance at the leading edge or point of the LATM complies with the applicable Category P lighting for the road. Achievement of the minimum average horizontal illuminance at the leading edge or point of the LATM by the use of luminaires not typically used for the applicable subcategory of the road is not supported. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| 3. For roundabouts which are located on P Category roads, the minimum average horizontal illuminance shall be achieved over the design areas of AS/NZS 1158.3.1. Achievement of the minimum average horizontal illuminance over the design area by the use of luminaires not typically used for the applicable subcategory of the road is not supported. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Where this is not achievable due to existing site limitations, notify Council. This approach is used to reduce the potential for obtrusive lighting impacts on adjoining and nearby properties and is preferred by Council. Lighting of complex channelized roundabouts on P category roads to comply with AS/NZS 1158.3.1, may be appropriate in circumstances where the lighting of the roundabout will not adversely impact adjoining and nearby properties. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 4. Subject to (5), poles must not be located in the central median of a roundabout because this area is often landscaped, which impedes maintenance access. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 5. The installation of a pole in the central median of a roundabout may be acceptable only if:  i. a single pole is used;  ii. the pole is a cantilever (pivot arm) type;  iii. Energex advises that it is able to maintain the lights; and  iv. there is no vegetation with a height greater than 1.2m in the roundabout. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Preference should be given to using luminaires that allow for the use of spill light treatments such as adhesive shielding, LED shielding modules or tilt angle adapters. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **9.3.~~7~~5.6 Lighting of Schoolsafe projects** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| The lighting standard for Schoolsafe facilities is in accordance with urban amenity as follows:  a. where the facility is a widening of the existing road pavement, then the lighting standard applicable to that road be applied in accordance with AS/NZS 1158;  b. where the facility is in a separate area to the adjacent street, is located on a road reserve and has a higher than normal night-time usage, car park lighting shall be provided that complies with AS/NZS 1158.3.1 (Category P lighting for car parks). |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Car park lighting is required to comply with AS/NZS 4282. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| c. where the facility is in a separate area to the adjacent road, is located on a road reserve and does not have a higher than normal night-time usage, the lighting standard applicable for the facility shall be the same as the adjacent road. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Preference should be given to using semi cut-off luminaries that allow for the use of spill light treatments such as adhesive shielding, LED shielding modules or tilt angle adapters. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—For clause 1(a) and (c) proposed luminaires should be located as near as possible to disabled car parks. Additionally, disabled car parks must also be located as near as possible to building entrances. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Lighting to be installed under NPL 2 conditions unless 1 or more of the following criteria is met, then provision should be made for either NPL 3 or a metered supply:   * Energex are unable to complete their maintenance requirements (NPL 3); * there is a need for the lighting circuit to be switched (Metered Supply); * the Schoolsafe facility is not a dedicated roadway (lighting is not a Council requirement to maintain). |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

**9.3.~~4.5~~5.7 Tree locations**

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. New light poles must be positioned greater than 7m from the trunk of any existing or proposed street tree. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **9.3.~~3.6~~5.8 Non-urban areas** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. In non-urban areas, which includes Conservation, Environmental management, Rural residential and Rural zones, street lighting and all associated conduit installations are installed at an average of 1 light per 5 lot road frontages. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Typically the road frontage of each lot in these areas exceeds 50m. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. The luminaires used shall be consistent with the type of luminaire that would typically be used for the lighting subcategory applicable to the road (a local or neighbourhood road would use 'minor' road luminaires and District and Future district roads would use 'major' type luminaires). |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 3. Where development is proposed on land located in a non-urban area:  a. which fronts a local or neighbourhood road, and  b. the development will not change the non-urban character of the area, and  c. street lighting is already installed on the road  then the lighting for the development should match, as near as practicable, the existing level of lighting in the surrounding area. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~2.~~ 4.Additionally, flag lighting is provided on intersections and tight bends for roads in non-urban areas. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **9.3.~~4.1~~5.9 Pole and mounting heights** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| ~~2.~~ 1. The luminaire support pole must be the base plate mounted steel type, unless fitting new lights to existing timber poles or a slip base pole is used consistent with the requirements of 9.3.5.10(1). |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| 2. Typical mounting heights and outreach size for applicable AS/NZS 1158 lighting subcategories are shown in Table 9.3.5.9.A. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Table 9.3.5.9.A—Typical mounting heights for lighting subcategories |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  |  | | --- | --- | --- | | AS/NZS 1158.3.1 lighting subcategory | Typical mounting height | Typical horizontal outreach size | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  |  | | --- | --- | --- | | PR3 | 5.1m (Estate), or 7.5m | Curved  1.5m (steel pole)  3m (timber pole) | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  |  | | --- | --- | --- | | PR5 | 5.1m (Estate), or 7.5m | Curved  1.5m (steel pole)  3m (timber pole) | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  |  | | --- | --- | --- | | PR6 | 5.1m (Estate), or 7.5m | Curved  1.5m (steel pole)  3m (timber pole) | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  |  | | --- | --- | --- | | AS/NZS 1158.1.1 lighting subcategory | Typical mounting height | Typical horizontal outreach size | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  |  | | --- | --- | --- | | V3 | 10.5m | 3m (steel pole)  4.5m (timber pole) | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  |  | | --- | --- | --- | | V5 | 10.5m | 3m (steel pole)  4.5m (timber pole) | |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~1.~~ 3. Decorative lighting (for example a nostalgia light an heritage pole) must not be used on Category V roads as the primary method to illuminate the roadway. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~2.~~ 4. The use of decorative lights or supporting poles (for example a nostalgia light an heritage pole) must not be used unless it is a current standard stock item of Energex (i.e. available under NPL 2). |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **9.3.5.10 Alignment and arrangements** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. The location of light poles must:   a. avoid locations where they are vulnerable to damage from vehicles or risk damage to poles, vehicles, or injury to vehicle occupants (such as in narrow medians). If installation in a vulnerable location is unavoidable:  i. suitable protection is provided to minimise the risk to injury and damage to property, or  ii. slip base type poles may be used. Slip base type poles are only to be installed where there is no possibility of a secondary accident, such as a pole hitting a pedestrian or damage to property  b. minimise obtrusive light |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—In some circumstance it may not be possible to avoid obtrusive light to meet a specific community need (e.g. light in high risk crime areas) or to meet design requirements/limitation or road arrangement requirements. In these cases, Council should be consulted. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| c. minimise conflict with driveways. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. The following factors should be assessed when determining the street lighting alignment:    1. light poles in new roads are located in accordance with the public utility corridor alignments shown in the applicable standard drawings (BSD-1013, BSD-1014, BSD-1015 and BSD-1016);    2. where the verge (footpath) width exceeds 4.75m, the face of the street lighting pole is located not more than 0.8m behind the nominal face of the kerb;    3. street light poles are located in line with abutting property boundaries or in line with truncation points at intersections. Exceptions may be considered, for example, to maximise spacing of lights, to meet intersection design requirements or to ensure poles are clear of future driveways;    4. light poles are located sufficiently clear of existing features    5. , in particular a 1.2m clearance is required between a pole and the edge of a driveway (including any flange at the kerb) and cycleways;   ~~h.~~ poles in cul-de-sac locations are preferably not located adjacent to or in front of narrow property frontages;  ~~i.~~ a No. 4 type pit (BSD-1011 and BSD-1012) is to be installed in the correct alignment at every pole supplied with underground electricity, unless supply is directly from a service pillar to an individual pole;  ~~j.~~ new poles in  ~~k.~~ an existing road should match the alignment of existing surrounding poles in the road, unless road widening is proposed  ~~l.~~  ~~m.~~  ~~n.~~  ~~o.~~  ~~p.~~ . |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 1. If the development is an extension of an existing estate or a road then the lights and poles for the new estate development or road extension should match, as near as practicable, the existing public lighting installations (e.g. nostalgia (estate) style lighting and poles), provided:    1. the luminaires minimise energy use and reduce life cycle costs; |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| Note—Council requires Light Emitting Diode (LED) luminaires to be used. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| b. the light and supporting pole are current standard stock items of Energex (i.e. available under NPL 2); |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~5.~~ c.superseded built in-ground poles or galvanised iron poles with fluorescent luminaires are not to be used. In this case the light and supporting pole should use current standard stock items of Energex (i.e. available under NPL 2). The spacing of new installation must take into account the future replacement and re-spacing of other galvanised iron poles with modern equipment by Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

**9.3.~~3.9~~5.11 Maintenance factor**

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| The maintenance factor for NPL 2 lights shall be that applied by Energex. For other lights the maintenance factor shall be that applied by the Department of Transport and Main Roads. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **9.3.6 Variation** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. Council may allow the specific requirements, CCT or CRI to be varied in consideration of special circumstances and the requirement of AS/NZS 1158. Council must be consulted. Circumstances that may warrant a variation include:  a. when lighting may have a detrimental impacts on surrounding uses; or |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Lighting which spills onto adjoining properties should not be obtrusive. Preference should be given to using luminaires that allow for the use of spill light treatments such as adhesive shielding, LED shielding modules or tilt angle adapters. Council will have regard to AS/NZS 1158 and AS/NZS 4282 when assessing the obtrusive effects of lighting. In some circumstances it may not be possible to avoid obtrusive lighting in order to meet a specific community need (e.g. light in high risk crime areas) or to meet design requirements/limitations or road arrangement requirements. In these cases, Council should be consulted. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| b. when lighting may adversely affect environmental protection areas such as Conservation and Environmental management zones and High ecological significance areas; or  c. to minimise the risk of crime in accordance with the principles outlined in the Crime prevention through environmental design planning scheme policy; or  d. illumination is required for CCTV; or  e. when additional lighting is required in the following situations:  i. intersections;  ii. roundabouts;  iii. sharp bends;  iv. speed control devices (including local areas traffic management devices);  v. pedestrian crossings;  vi. cul-de-sacs;  vii. bridges and culverts;  viii. night-time accident locations;  ix. frequently used night-time bus stops;  x. areas that may generate vehicle night traffic. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. In exceptional circumstances, such as Energex policies, design standards and work practices are not applicable. Council may allow street lights to be installed as NPL 3 tariff or metered. The installation must:  a. comply with AS/NZS 3000 - Electrical installations (known as the Australian/New Zealand Wiring Rules);  b. conform with relevant Council Reference Specifications and Brisbane Standard Drawings;  c. conform with Department of Transport and Main Roads standards, where relevant and applicable. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~1.~~ 3.For street lighting installed as NPL 3 or metered, or where the street lighting equipment is different to the requirements outlined in this chapter, the developer is responsible for any additional life-cycle costs that may be incurred by Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 4. For P Category roads, maintaining line of sight between luminaires at intersections or tight bends is not mandatory. The installation shall achieve:  a. the point horizontal illuminance for the proposed lighting category;  b. a light be placed within 10m or as close as possible from the intersection or tight bend;  c. if the lighting in the 10m zone is nominally at right angle to the adjacent light, spacing is not to exceed 0.5S. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| ~~2.~~5.Life cycle costs are to be calculated by an electrical engineering consultant. The consultant must submit life-cycle cost comparisons to Council for assessment. The comparison of costs between Council approved lighting installations and the proposed non-compliant lighting must evaluate the life-cycle costs of a design based on Council approved lighting installation and the proposed design utilising non-standard lighting. The net present values of capital and operating costs must be calculated over a 50-year life cycle based on the following parameters:   * 1. acquisition cost and the equipment replacement at the end of useful life – manufacturer’s guarantee period or other period deemed appropriate by Council (Energex and Brisbane City Council are responsible for replacement costs under NPL 2 and NPL 3 tariffs respectively);   2. installation costs (Current materials and labour rates must be used);   3. equipment repair due to damage and preventative maintenance – Where Brisbane City Council is liable for repair costs under NPL 3 tariff, Council will supply data on the frequency of replacement and associated unit rates. Energex is responsible for repair costs under NPL 2;   4. discount rate – the latest 10-year Commonwealth Treasury bond rate as published by the Reserve Bank of Australia. Sensitivity analyses are also required for the 10-year bond rate ± 2%;   5. inflation – long-term inflation target set by the Reserve Bank of Australia;   6. ongoing energy (and maintenance if applicable) costs – as detailed in the tariff schedule gazetted by the Queensland Government. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| ~~9.3.3.7~~ |
| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZS1158.3.1). | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| ~~9.3.3.10~~ |
| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |



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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| ~~4.~~  ~~a.~~  ~~b.~~  ~~c.~~  ~~d.~~ |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~a.~~  ~~b.~~  ~~c.~~  ~~d.~~ |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~a.~~  ~~b.~~ |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 10 Parks \ 10.2 Park preparation works \ 10.2.1 General

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. The following Reference Specifications for Engineering Work apply to park preparation works:    1. S110 General Requirements;    2. S140 Earthworks;    3. S160 Drainage;    4. S170 Stonework;    5. S190 Landscaping;    6. S210 Masonry. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 10 Parks \ 10.3 Infrastructure requirements \ 10.3.1 General

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| **Reason for change:** To update an existing Reference Specification reference. |

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| 1. Park infrastructure complies with the following Reference Specifications for Engineering Work:    1. S110 General Requirements;    2. S150 Roadworks;    3. S180 Unit Paving;    4. S200 Concrete Work;    5. S210 Masonry;    6. S220 Woodwork. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 10 Parks \ 10.3 Infrastructure requirements \ 10.3.6 Utilities \10.3.6.4 Electricity

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| 1. Electrical infrastructure, in particular switchboards, is located to achieve the most realistic immunity from flooding. Switchboards to be installed to BSD-11101. |

**Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 10 Parks \ 10.3 Infrastructure requirements \ 10.3.6 Utilities \ 10.3.6.6 Lighting \ 10.3.6.6.1 Scope**

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **10.3.6.6.1 Scope** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. Public lighting is provided where night-time use is desirable and appropriate for the location and function of the park and in high-use activity areas. These areas include:    1. along internal roads and within carparks;    2. at picnic nodes and associated facilities in district and metropolitan parks;    3. at playgrounds in district and metropolitan parks;    4. skate parks and other activity areas where night-time use is desirable and appropriate;    5. dog off leash areas where night-time use is desirable and appropriate;    6. along pathways that link picnic nodes, playgrounds, skate parks and other activity areas where night use is desirable and appropriate, to car parks and major access points;    7. along pathways that provide a thoroughfare between transport nodes and nearby residential areas;    8. within urban commons or civic spaces   ~~i.~~ . |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. Park lighting is to be provided where hazards such as steep gradients, maintenance and service structures exist in a park that is likely to be visited after dark. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Refer to Chapter 4 Pathway design outside the road corridor for guidance about pathway lighting in parks. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Refer to Chapter 11 Public toilets about lighting for Public toilets open after dark. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| **10.3.6.6.2 Sustainability** |
| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. | |

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| 1. Park lights installed shall minimise energy use and reduce life cycle costs. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| Note—Council requires Light Emitting Diode (LED) luminaires to be used. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 1. Park lights shall be enabled for smart controls by being fitted with a National Electrical Manufacturers Association (NEMA) 7 pin receptacle or an alternative approved by Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **10.3.6.6.3 Lighting Design** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 1. The lighting design is to be constructible, maintainable, sustainable, safe and affordable. It should have regard to the ability to access the installation for maintenance, cost of equipment used and the availability and cost of spare and replacement parts. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| 2. Unless specified otherwise in this chapter, or by written requirements of Council, the design and installation of public lighting shall:  a. conform with AS/NZS 1158 - Lighting for roads and public spaces (set) - (AS/NZS 1158). |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—AS/NZS 1158 provides quantitative guidelines on illuminance for exterior applications. Lighting categories consist of ‘Category V Lighting’ and ‘Category P Lighting’. AS/NZS 1158 sets the base minimum requirements for lighting in streets and other public spaces.  Category V Lighting is applicable to roads on which the visual requirements of motorists are dominant. Category P Lighting is applicable to roads and other outdoor public spaces on which the visual requirements of pedestrians are dominant. Subcategories are applicable for roads, pathways and cycle paths, public activity areas, carparks and connecting elements. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Photometric data (I-Tables) used for the spacing/illuminance calculations must derive from a National Association of Testing Authorities (NATA) accredited laboratory or a laboratory recognised by NATA under the mutual recognition system. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| b. meet the applicable AS/NZS 1158.3.1 lighting subcategories specified in Table 10.3.6.6.A in this chapter. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Council may assess and advise in writing that the lighting subcategory be varied to reflect pedestrian or cycle use, risk of crime or amenity.  Refer Tables 2.1, 2.2, 2.3 or 2.5 of AS/NZS 1158.3.1. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Section 3 of AS/NZS 1158.3.1 contains the light technical parameters for the lighting subcategories referred to in the table. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Table 10.3.6.6.A—AS/NZS 1158.3.1 Lighting subcategories for parks in Brisbane |
| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). | |

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| |  |  | | --- | --- | |  |  | | Parks facility | Lighting subcategory | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Internal park roads | PR5 | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Car parks | PC1 – high use  PC2 – medium use  PC3 – low use  PCD – disabled parking spaces | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Picnic nodes and associated facilities in district and metropolitan parks | A suitably qualified Electrical Engineering Consultant to consult with Council and propose lighting design. | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Playgrounds in district and metropolitan parks | A suitably qualified Electrical Engineering Consultant to consult with Council and propose lighting design. | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Skate parks and other activity areas where night-time use is desirable and appropriate | A suitably qualified Electrical Engineering Consultant to consult with Council and propose lighting design. | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Dog off leash area where night-time use is desirable and appropriate | A suitably qualified Electrical Engineering Consultant to consult with Council and propose lighting design. | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Along pathways that link picnic nodes, playgrounds, skate parks and other activity areas where night use occurs to car parks and major access points | PP3 | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Along pathways that provide a thoroughfare between transport nodes and nearby residential areas | PP4 | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Within urban common or civic spaces | A suitably qualified Electrical Engineering Consultant to consult with Council and propose lighting design. | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Where hazards exist at a park that is likely to be visited after dark | A suitably qualified Electrical Engineering Consultant to consult with Council and propose lighting design. | |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Editor’s note—For information on the requirements for a suitably qualified Electrical Engineering Consultant, refer to the Infrastructure Installation and Construction Requirements Manual. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| c. where installed as NPL 3 tariff or metered:  i. comply with AS/NZS 3000 - Electrical Installations (known as the Australian/New Zealand Wiring Rules);  ii. conform with relevant Council Reference Specifications and Brisbane Standard Drawings (BSD-11031 is applicable, unless varied by Council);  iii. conform with the Department of Transport and Main Roads standards, where relevant and applicable. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| d. where installed as NPL 2 tariff (contributed) comply to Energex policies, design standards and standard work practices. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| e. conform with AS/NZS 4282 - Control of the obtrusive effects of outdoor lighting. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—In some circumstances it may not be possible for lighting to conform with AS/NZS 4282 to meet a specific community need (e.g. light in high risk crime areas).  In these cases, Council should be consulted. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| f. a lighting design certified by a suitably qualified Electrical Engineering Consultant must be provided to Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—For further information on the Council assessment process and the requirements for a suitably qualified Electrical Engineering Consultant, refer to the Infrastructure Installation and Construction Requirements Manual. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. An electrical reticulation certified by a Registered Professional Engineer Queensland – Electrical must be provided to Council. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| **10.3.6.6.4 Correlated Colour Temperature and Colour Rendering Index** |
| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. | |

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| 1. The nominal CCT of all park lighting shall be 4000 kelvins (K). |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| Note—CCT shall be within the tolerance levels defined in SA/SNZ TS 1158.6 Technical Specification Lighting for roads and public spaces – Part 6 – Luminaires – Performance. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 2. The minimum CRI for all park lighting should be the maximum available, but not less than 70. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **10.3.6.6.5 Specific requirements for pathway lighting** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. Alternate technologies, such as solar lighting, should demonstrate that the life cycle costs are less than or equivalent to a mains power alternative prior to their use. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Section 9.4.6.15 Street lighting provides a method of calculating life-cycle costs for lighting. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. Bollard lighting used for public safety purposes is only used where shadows from overhead lighting could cause a safety risk and the location is unlikely to be  subject to a high level of vandalism. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. Electrical reticulation is located, designed and constructed to minimise impacts on existing landform and vegetation. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 4. Subject to Council approval, timing or sensor devices may be appropriate in some locations where use is desired for a limited night time period, or where there is low use at night or in environmentally sensitive areas. Council will approve the on/off times and dimmed lighting levels. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| 5. Lighting for fully enclosed pedestrian underpasses (e.g. a subway or tunnel) is to comply with AS/NZS 1158 lighting subcategory PE1. For other pedestrian underpasses lighting is to comply with lighting subcategory PE2. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **10.3.6.6.6 Variation** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. Council may allow the Specific requirements, CCT or CRI to be varied in consideration of special circumstances and the requirements of AS/NZS 1158. Council must be consulted. Circumstances that may warrant a variation include:  a. when lighting may have detrimental impacts on surrounding uses; or |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Lighting which spills onto adjoining properties should not be obtrusive. Preference should be given to using luminaries that allow for the use of spill light treatments such as adhesive shielding, LED shielding modules or tilt angle adapters.  Council will have regard to AS/NZS 1158 and AS/NZS 4282 when assessing the obtrusive effects of lighting. In some circumstances it may not be possible to avoid obtrusive lighting in order to meet a specific community need (e.g. light in high risk crime areas) or to meet design requirements/limitations or road arrangement requirements.  In these cases, Council should be consulted. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| b. when lighting may adversely affect environmental protection areas such as Conservation and Environmental management zones and High ecological significance areas; or  c. to minimise the risk of crime in accordance with the principles outlined in the Crime prevention through environmental design planning scheme policy; or  d. illumination is required for CCTV. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **10.3.6.7 Creative Lighting** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. Creative lighting (e.g. spot lighting of features, signature trees or signage) may be appropriate, particularly in district and metropolitan parks. Such proposals require consultation with and approval from Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **10.3.6.8 Sports Parks** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. The design and installation of sport park lighting requires consultation with and approval from Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Reference should be made to AS2560: Sports Lighting series:   * 2560.1 Part 1: General principles * 2560.2.1 Part 2.1: Specific applications–Lighting for outdoor tennis * 2560.2.2 Part 2.2: Specific applications–Lighting of multipurpose indoor sports centres * 2560.2.3 Part 2.3: Specific applications–Lighting for football (all codes) * 2560.2.4 Part 2.4: Specific applications–Lighting for outdoor netball and basketball * 2560.2.5 Part 2.5: Specific applications–Swimming pools * 2560.2.6 Part 2.6: Specific applications–Baseball and softball * 2560.2.7 Part 2.7: Specific applications–Outdoor hockey * 2560.2.8 Part 2.8: Specific applications–Bowling greens |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). The amendment will also clarify the intent, improve the structure and align public lighting standards with industry best practice in the Infrastructure design planning scheme policy. |

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| ~~6.~~  ~~a.~~  ~~b.~~  ~~c.~~  ~~d.~~  ~~e.~~  ~~f.~~  ~~g.~~  ~~h.~~  ~~i.~~  ~~j.~~ |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 11 Public toilets \ 11.3 Design \ 11.3.1 Building design

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~28.~~24. External finishes do not generate obtrusive glare and reflection for surroundings. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~29.~~25. If a public toilet facility is to be used at night, internal and external lighting is provided. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~30.~~26. Skylights are used where possible for natural light. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~31.~~27. The minimum illumination level inside each toilet cubicle meets the relevant Australian Standards. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~32.~~28. Light fittings are energy efficient, high mounted and vandal resistant. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **11.3.5 External lighting** |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **11.3.5.1 Scope** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. External lighting, for public toilets open at night-time, is provided to:  a. the main path of travel to the public toilet, usually a pathway to the public toilet from a primary access point to a park, a carpark or a road;  b. the area surrounding the public toilet. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| **11.3.5.2 Sustainability** |
| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. | |

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| 1. External lights installed shall minimise energy use and reduce life cycle costs. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| Note—Council requires Light Emitting Diode (LED) luminaires to be used. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 2. External lights shall be enabled for smart controls by being fitted with a National Electrical Manufacturers Association (NEMA) 7 pin socket or an alternative approved by Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **11.3.5.3 Lighting Design** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. The lighting design is to be constructible, maintainable, sustainable, safe and affordable. It should have regard to the ability to access the installation for maintenance, cost of equipment used, and the availability and cost of spare and replacement parts. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| 2. Unless specified otherwise in this chapter, or by written requirements of Council, the design and installation of public lighting must:  a. conform to AS/NZS 1158 - Lighting for roads and public spaces (set) - (AS/NZS 1158); |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—AS/NZS 1158 provides quantitative guidelines on illuminance for exterior applications. Lighting categories consist of ‘Category V Lighting’ and ‘Category P Lighting’. AS/NZS 1158 sets the base minimum requirements for lighting in roads and other public spaces.  Category V Lighting is applicable to roads on which the visual requirements of motorists are dominant. Category P Lighting is applicable to roads and other outdoor public spaces on which the visual requirements of pedestrians are dominant. Subcategories are applicable for roads, pathways and cycle paths, public activity areas, carparks and connecting elements. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Photometric data (I-Tables) used for the spacing/illuminance calculations must derive from a National Association of Testing Authorities (NATA) accredited laboratory or a laboratory recognised by NATA under the mutual recognition system. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Council may assess and advise in writing that the lighting subcategory be varied to reflect pedestrian or cycle use, risk of crime or amenity.  Refer Tables 2.1, 2.2, 2.3 or 2.5 of AS/NZS 1158.3.1. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| b. meet the applicable AS/NZS 1158.3.1 lighting categories specified in Table 11.3.5.3.A in this chapter. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Section 3 of AS/NZS 1158.3.1 contains the light technical parameters for the lighting subcategories referred to in the table. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| **Table 11.3.5.3.A – AS/NZS 1158.3.1 Lighting subcategory for public toilets** |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  |  | | --- | --- | --- | |  |  |  | | **Facilities** | | **Lighting subcategory** | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  |  | | --- | --- | --- | |  |  |  | | If the public toilets are open at night time:   1. the main pathways to the public toilets; and 2. the area surrounding the public toilets. | | PP3 | |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| c. where installed as NPL 3 tariff or metered:  i. comply with AS/NZS 3000 - Electrical Installations (known as the Australian/New Zealand Wiring Rules);  ii. conform with relevant Council Reference Specifications and Brisbane Standard Drawings;  iii. conform with the Department of Transport and Main Roads standards, where relevant and applicable. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| d. where installed as NPL 2 tariff (contributed) comply to Energex policies, design standards and standard work practices. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. A lighting design certified by a suitably qualified Electrical Engineering Consultant must be provided to Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—For information on the Council assessment process and the requirements for a suitably qualified Electrical Engineering Consultant, refer to the Infrastructure Installation and Construction Requirements Manual. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 4. An electrical reticulation plan certified by a Registered Professional Engineer Queensland – Electrical must be provided to Council. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| **11.3.5.4 Correlated Colour Temperature and Colour Rendering Index** | |
| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 1. The nominal CCT of all external public toilet lighting shall be 4000 kelvins (K). |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning  scheme policy. |

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| Note—CCT shall be within the tolerance levels defined in SA/SNZ TS 1158.6 Technical Specification Lighting for roads and public spaces – Part 6 – Luminaires – Performance. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 2. The minimum CRI for all external public toilet lighting should be the maximum available, but not less than 70. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **11.3.5.5 Specific requirements** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. External lighting must not cause nuisance to surrounding properties and activities. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Preference should be given to using luminaries that allow for the use of spill light treatments such as adhesive shielding, LED shielding modules or tilt angle adapters. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. Subject to Council approval, timing or sensor devices may be appropriate in some locations where the public toilet is open for a limited night time period, or where there is low use at night or in environmentally sensitive areas. Council will approve the on/off times and dimmed lighting levels. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| 3. Lighting for fully enclosed pedestrian underpasses (e.g. a subway or tunnel) is to comply with AS/NZS 1158.3.1 lighting subcategory PE1.  For other pedestrian underpasses lighting is to comply with lighting subcategory PE2. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **11.3.5.6 Variation** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. Council may allow the Specific requirements, CCT or CRI to be varied in consideration of special circumstances and the requirements of AS/NZS 1158.  Council must be consulted.  Circumstances that may warrant a variation include:  a. when lighting may have detrimental impacts on surrounding uses; or |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Lighting which spills onto adjoining properties should not be obtrusive. Preference should be given to using luminaries that allow for the use of spill light treatments such as such as adhesive shielding, LED shielding modules or tilt angle adapters. Council will have regard to AS/NZS 1158 and AS/NZS 4282 when assessing the obtrusive effects of lighting. In some circumstances it may not be possible to avoid obtrusive lighting in order to meet a specific community need (e.g. light in high risk crime areas) or to meet design requirements/limitations or road arrangement requirements. In these cases, Council should be consulted. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting  standards in the Infrastructure design planning scheme policy. |

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| b. when lighting may adversely affect environmental protection areas such as Conservation and Environmental management zones and High ecological significance areas; or  c. to minimise the risk of crime in accordance with the principles outlined in the Crime prevention through environmental design planning scheme policy; or  d. illumination is required for CCTV. |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 12 Public riverside facilities \ 12.3 Material selection \ Table 12.3.B—Newstead and Teneriffe waterfront neighbourhood plan area Riverwalk and landscape seating nodes treatment and layout

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| |  |  | | --- | --- | |  |  | | Street furniture | Seats: HUB – Newstead S3 Seat with armrests  Bins: BCC 240L dual bin  Bollards: HUB – Newstead Bollards 900 & Newstead Bollards 1800  Drinking fountain: Commercial systems - DF 5001 (with custom square bowl)  Pedestrian lighting: LED luminaire (fitted with a 7 pin NEMA receptacle or an alternative approved by Council)  Balustrade: to be determined on a site-by-site basis | |

#### Schedule 6 Planning scheme policies \ SC6.16 Infrastructure design planning scheme policy \ Chapter 12 Public riverside facilities \ 12.4 Pedestrian and bicycle pathways \ Design specifications and guidelines \ Table 12.4.2.A—BSD drawings

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | BSD-5208 | Bikepath pavement joints | |

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| **Reason for change:** To update an existing Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | BSD-5205-5207, BSD-5212-5215 | Footpaths and surfacing | |

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | BSD-7201-7205 | Street furniture | |

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| **Reason for change:** To include a new Brisbane Standard Drawing reference. |

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| |  |  | | --- | --- | |  |  | | BSD-11001-11005 | Pedestrian lighting | |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **12.9.1 Scope** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. Lighting is provided for personal safety, to enable pedestrians and cyclists to perceive hazards and for way finding in the following locations and circumstances:   a. all riverside pathways;  b. for all maps and information signs;  c. public art where required by Council (refer to {Link, 11173,Chapter 6). |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| **12.9.2 Sustainability** |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 1. Pathway lights and lights for map and information signs shall minimise energy use and reduce life cycle costs. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| Note—Council requires Light Emitting Diode (LED) luminaires to be used. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 2. Pathway lights shall be enabled for smart controls by being fitted with a National Electrical Manufacturers Association (NEMA) 7 pin socket or an alternative approved by Council. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| ~~a.~~  ~~b.~~  ~~c.~~  ~~d.~~ |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **12.9.3 Lighting design** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| --- |
| 1. The lighting design is to be constructible, maintainable, sustainable, safe and affordable. It should have regard to the ability to access the installation for maintenance, cost of equipment used, and the availability and cost of spare and replacement parts. |

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| --- |
| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| --- |
| 2. Unless specified otherwise in this chapter, or by written requirements of Council, the design and installation of lighting must:  a. conform to AS/NZS 1158 - Lighting for roads and public spaces (set) – (AS/NZS 1158); |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—AS/NZS 1158 provides quantitative guidelines on illuminance for exterior applications. Lighting categories consist of ‘Category V Lighting’ and ‘Category P Lighting’. AS/NZS 1158 sets the base minimum requirements for lighting in roads and other public spaces.Category V Lighting is applicable to roads on which the visual requirements of motorists are dominant. Category P Lighting is applicable to roads and other outdoor public spaces on which the visual requirements of pedestrians are dominant. Subcategories are applicable for roads, pathways and cycle paths, public activity areas, carparks and connecting elements. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Photometric data (I-Tables) used for the spacing/illuminance calculations must derive from a National Association of Testing Authorities (NATA) accredited laboratory or a laboratory recognised by NATA under the mutual recognition system. |

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| --- |
| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| b. meet the applicable AS/NZS 1158.3.1 lighting subcategories specified in Table 12.9.3.A in this chapter. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Council may assess and advise in writing that the lighting subcategory be varied to reflect pedestrian or cycle use, risk of crime or amenity.  Refer Tables 2.1, 2.2, 2.3 or 2.5 of AS/NZS 1158.3.1. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| Note—Section 3 of AS/NZS 1158.3.1 contains the light technical parameters for the lighting subcategories referred to in the table. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| **Table 12.9.3.A—AS/NZS1158.3.1 Lighting subcategories for riverside pathways** |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | **Pathway/bikeway (Refer Bicycle network overlay sub-categories)** | **Lighting subcategory** | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | Primary cycle route, Secondary cycle route, Riverwalk – Typology 1 (City reaches north and south), Riverwalk – Typology 2 (Urban reaches) and Riverwalk – Floating walkway (Riverwalk connection subject to future construction). | PP3 | |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| |  |  | | --- | --- | |  |  | | All other pathways | PP4 | |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| c. where installed as NPL 3 tariff or metered:  i. comply with AS/NZS 3000 – Electrical Installations (known as the Australian/New Zealand Wiring Rules);  ii. conform with relevant Council Reference Specifications and Brisbane Standard Drawings;  iii. conform with the Department of Transport and Main Roads standards, where relevant and applicable. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| d. where installed as NPL 2 tariff (contributed) comply to Energex policies, design standards and standard work practices. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| e. conform with AS/NZS 1428.2 Design for access and mobility - Enhanced and additional requirements - Buildings and facilities. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. A lighting design certified by a suitably qualified Electrical Engineering Consultant must be provided to Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—For information on the Council assessment process and the requirements for a suitably qualified Electrical Engineering Consultant, refer to the Infrastructure Installation and Construction Requirements Manual. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 4. An electrical reticulation plan certified by a Registered Professional Engineer Queensland – Electrical must be provided to Council. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| **12.9.4 Correlated Colour Temperature and Colour Rendering Index** | |
| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 1. The nominal CCT of all pedestrian/pathway lighting shall be 4000 kelvins (K). |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| --- |
| Note—CCT shall be within the tolerance levels defined in SA/SNZ TS 1158.6 Technical Specification Lighting for roads and public spaces – Part 6 – Luminaires – Performance. |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| 2. The minimum CRI for all pedestrian/pathway lighting should be the maximum available, but not less than 70. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **12.9.5 Specific requirements** |
| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. | |

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| 1. Unless specified otherwise in this chapter, the design and installation of lighting must meet the following requirements:  a. located outside of the continuous path of travel and the obstacle-free zone;  b. be separated by a minimum of 7m from tree trunks;  c. be designed and approved as part of a detailed design application for the public riverside facilities. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Reference should be made to Chapter 3 Road corridor design for Council’s standard lighting to be installed as part of public riverside facilities. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 2. Lighting for maps and information signage:  a. provides light so the sign is legible after dark;  b. is approved by Council. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 3. Lighting falls predominantly onto the path or the facility to assist with casual surveillance and minimise potential light pollution to adjacent land users. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 4. Luminaires are selected to, where appropriate, direct light away from adjacent residences. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Preference should be given to using luminaries that allow for the use of spill light treatments such as adhesive shielding, LED shielding modules or tilt angle adapters. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 5. Depending on the size and nature of the artwork, public art is feature lit. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 6. Lighting for public art is considered separately from the requirement for pathway lighting. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| Note—Chapter 6 Public art specifies lighting requirements for Public Art. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| 7. Lighting does not accentuate problems for people with vision impairment by unevenness of light and glare. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| 8. Lighting for fully enclosed pedestrian underpasses (e.g. a subway or tunnel) is to comply with AS/NZS 1158.3.1 lighting subcategory PE1.For other pedestrian underpasses lighting is to comply with lighting subcategory PE2. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **12.9.6 Variation** |
| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. | |

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| 1. Council may allow the Specific requirements, CCT or CRI to be varied in consideration of special circumstances and the requirements of AS/NZS 1158. Council must be consulted. Circumstances that may warrant a variation include:  a. when lighting may have detrimental impacts on surrounding uses; or |

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| **Reason for change:** To reflect industry best practice in the Infrastructure design planning scheme policy. |

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| Note—Lighting which spills onto adjoining properties should not be obtrusive. Preference should be given to using luminaries that allow for the use of spill light treatments such as adhesive shielding, LED shielding modules or tilt angle adapters. Council will have regard to AS/NZS 1158 and AS/NZS 4282 when assessing the obtrusive effects of lighting. In some circumstances it may not be possible to avoid obtrusive lighting in order to meet a specific community need (e.g. light in high risk crime areas) or to meet design requirements/limitations or road arrangement requirements.  In these cases, Council should be consulted. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| b. when lighting may adversely affect environmental protection areas such as Conservation and Environmental management zones and areas of High ecological significance; or  c. to minimise the risk of crime in accordance with the principles outlined in the Crime prevention through environmental design planning scheme policy; or  d. illumination is required for CCTV. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| ~~1.~~  ~~a.~~  ~~b.~~  ~~c.~~ |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To align the public lighting standards in the Infrastructure design planning scheme policy to the current Australian Standard for Lighting for roads and public spaces (AS/NZ1158.3.1). |

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| ~~3.~~ |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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| **Reason for change:** To clarify the intent and improve the structure of the public lighting standards in the Infrastructure design planning scheme policy. |

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#### Appendix 2 Table of amendments \ Table AP2.1—Table of amendments

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| **Reason for change:** To reflect the details of this amendment package to the planning scheme policy. |

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| |  |  |  |  | | --- | --- | --- | --- | | 16 November 2021 (adoption) and 10 December 2021 (effective) | v23.00/2021 | Planning scheme policy amendment | Amendment to planning scheme policy (Chapter 3, Part 1 of *MGR*).  Refer to Amendment v23.00/2021 for further detail. | |

### Amendments to Brisbane standard drawing amendment schedule to revise drawings, insert new drawings or omit drawings

| **Brisbane standard drawing (BSD) number** | **Title** | **Status** | **Reason** |
| --- | --- | --- | --- |
| **Standard Drawings** | | | |
| **1000 Series – General** | | | |
| BSD-1001 | Line styles and lettering for Civil Engineering Drawings | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-1011 | Rectangular pit types | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-1012 | Cable pit – Rectangular type lids | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| **2000 Series – Road Corridor** | | | |
| BSD-2001 | Kerb profiles | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(g) of MGR in that it changes cross-references in the planning scheme. |
| BSD-2002 | Precast kerb block | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-2023 | Vehicle crossing (driveway) – Grid crossing and invert modification | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-2026 | Rural property access – Culvert crossing table drain | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-2028 | Vehicle crossing (driveway) – Single dwelling – Grass verge swale | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-2103 | Premium bus stop | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-2104 | Intermediate bus stop – Sheet 1 of 3 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| Intermediate bus stop – In centres – Sheet 2 of 3 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| Intermediate bus stop – Constrained site – Sheet 3 of 3 | New | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-2107 | oOh!media Mini Boulevard bus shelter | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-2108 | oOh!media Boulevard bus shelter | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-2109 | Standard Translink suburban shelter without advertising panel typical layout | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| **3000 Series – Traffic Management** | | | |
| BSD-3101 | Brisbane City Council Kerbside allocation signs – Sheet 1 of 2 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| Brisbane City Council Kerbside allocation signs – Sheet 2 of 2 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3102 | Street name plate setout (sign code G5-2) | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 5(c) of MGR in in that it changes a spelling error in the in the PSP that does not materially affect the remainder of the PSP. |
| BSD-3105 | Parking Regulation Signs – Sign Codes 91BtD/1L & 91StD/1R | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3106 | Parking Regulation Signs – Sign Codes 91Q+D/1D & 91Q+tD/20EL/1R | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3107 | Parking Regulation Signs – Sign Codes 41FD/61AL.1SR & 91Q+D/61EL/1R | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3108 | Parking Regulation Signs – Sign Codes 20L.1QR & 21L.1R | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3109 | Parking Regulation Signs – Sign Codes 6L.1R & 62L.1R | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3110 | Parking Regulation Signs – Sign Codes 52EZ1L.1R & 62NL.1R | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3111 | Parking Regulation Signs – Sign Codes 41Z1R/52Z2L & 1ER/62NL | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3112 | Parking regulation signs – Sign codes 43 & 45 and bottom panels | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3113 | Parking Regulation Signs – Sign Codes 41Z1L.1Z2R, 43DyD & 1GD/21WR | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3114 | Enhanced Loading Zone Signs – Commercial and Passenger & Commercial Loading Zones – Sheet 1 of 2 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| Enhanced Loading Zone Signs – Passenger and School Loading Zones – Sheet 2 of 2 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| BSD-3151 | Pavement Marking – Longitudinal Lines | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 5(c) of MGR in in that it changes a spelling error in the in the PSP that does not materially affect the remainder of the PSP. |
| BSD-3152 | Pavement Marking – Transverse Lines | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-3165 | Pavement Marking – Signalised Intersection Crossing | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| **4000 Series – Traffic signals and intelligent transport systems** | | | |
| BSD-4003 | Traffic signal lighting pole electricity supply & left turn on red warning labels | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| **5000 Series – Pedestrian and cyclist facilities** | | | |
| BSD-5202 | Concrete Footpath – Full Width | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5207 | Concrete footpath decorative sawcut – Sheet 1 of 4 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| Concrete footpath decorative sawcut – Sheet 2 of 4 | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(g) of MGR in that it changes cross-references in the planning scheme. |
| Concrete footpath decorative sawcut – Sheet 3 of 4 | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(g) of MGR in that it changes cross-references in the planning scheme. |
| Concrete footpath decorative sawcut – Sheet 4 of 4 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5208 | Bikepath pavement joints | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5210 | Pavers – General details | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5212 | Path – Concrete and Exposed Aggregate | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5214 | Path – Asphalt | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5215 | Path – Coloured aggregate spray seal | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5231 | Kerb Ramp – Plan views and notes – Sheet 1 of 2 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| Kerb Ramp – Sections and layouts – Sheet 2 of 2 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| BSD-5232 | Island pedestrian access | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5233 | Typical kerb ramp and traffic signal pedestal location | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5257 | Pedestrian refuge with kerb buildouts | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5258 | Pedestrian refuge provision at zebra crossing | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5259 | Road network guidelines – Pedestrian refuge supplementary details – Sheets 1 of 2 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| Road network guidelines – Pedestrian refuge supplementary details – Sheets 2 of 2 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5260 | Pedestrian refuge general design criteria | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5281 | Stairway – reinforced concrete | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5282 | Steps – Concrete and Timber | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-5284 | Steps – Concrete | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| **7000 Series – Fences, barriers and public furniture** | | | |
| BSD-7006 | Bicycle friendly galvanised tubular handrail – Sheet 1 of 2 | Removed | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(a) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| Bicycle friendly galvanised tubular handrail – Sheet 2 of 2 | Removed | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(a) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-7012 | Fence – Log barrier (600mm high) | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-7013 | Fence – Parks – Dressed hardwood barrier | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-7032 | Gates – Dog off leash area – General notes – Sheet 1 of 2 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| Gates – Dog off leash area – Sheet 2 of 2 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-7051 | Entrance Barriers – General notes | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(g) of MGR in that it changes cross-references in the planning scheme. |
| BSD-7053 | Entrance Barriers – Double swing gate | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-7122 | Traffic signs standards (Posts) | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-7204 | Urban Stool – Sheet 1 of 5 | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(e) of MGR in that it changes a redundant or outdated term in the PSP. |
| Urban stool – Assembly – Sheet 2 of 5 | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(e) of MGR in that it changes a redundant or outdated term in the PSP. |
| Urban Stool – Anchor – Sheet 3 of 5 | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(e) of MGR in that it changes a redundant or outdated term in the PSP. |
| Urban Stool – Cap – Sheet 4 of 5 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| Urban stool – Installation – Sheet 5 of 5 | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(e) of MGR in that it changes a redundant or outdated term in the PSP. |
| BSD-7205 | Footing Details for Streetscape and Public Furniture Items | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| **8000 Series – Stormwater drainage and water quality** | | | |
| BSD-8003 | Construction loading typical detail requirements for long section drawings | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-8021 | Stormwater maintenance hole details 1050 to 1500 diameter – to 3.0m deep | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-8033 | Maintenance hole cover (roadway) 1050 to 1500 diameter | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-8034 | Maintenance hole cover (non-roadway) 1050 to 1500 diameter | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-8035 | Maintenance hole cover concrete infill (pedestrian traffic) 1050 to 1500 diameter | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-8051 | Type ‘A’ gully lip in line gully | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| BSD-8052 | Type ‘A’ gully kerb in line gully | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| BSD-8056 | Type 'A' anti-ponding gully | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| BSD-8060 | Steel Gully Basket – Size 1 (Large) Basket Layout Details – Sheet 1 of 6 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| Steel Gully Basket – Size 1 (Large) Basket Layout Details – Sheet 2 of 6 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| Steel Gully Basket – Size 2 (Small) Basket Assembly – Sheet 3 of 6 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| Steel Gully Basket – Size 2 (Small) Basket Layout Details – Sheet 4 of 6 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| Steel Gully Basket – Basket Support Brackets and Handle Details – Sheet 5 of 6 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| Steel Gully Basket – Support Rails and Installation Details – Sheet 6 of 6 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| BSD-8091 | Field inlets type 1 and type 2 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| **10000 Series – Park and natural area facilities** | | | |
| BSD-10281 | Dog Off Leash Areas – General Arrangement & Layout – Sheet 1 of 2 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| Dog Off Leash Areas – General Arrangement & Siting Notes – Sheet 2 of 2 | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| **11000 Series – Electrical facilities and installations** | | | |
| BSD-11004 | 3m Pedestrian light-pole – Main assembly – Sheet 1 of 8 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 3m Pedestrian light-pole – Main body – Sheet 2 of 8 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 3m Pedestrian light-pole – Main body details – Sheet 3 of 8 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 3m Pedestrian light-pole – Access hatch – Sheet 4 of 8 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 3m Pedestrian light-pole – Curved logo badge – Sheet 5 of 8 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 3m Pedestrian light-pole – Side entry spigot – 6 of 8 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 3m Pedestrian light-pole – Installation on new footing – Sheet 7 of 8 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 3m Pedestrian light-pole – Installation on existing footing – Sheet 8 of 8 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| BSD-11005 | 5m Pedestrian light-pole – Main assembly – Sheet 1 of 7 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 5m Pedestrian light-pole – Main body – Sheet 2 of 7 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 5m Pedestrian light-pole – Main body details – Sheet 3 of 7 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 5m Pedestrian light-pole – Access hatch – Sheet 4 of 7 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 5m Pedestrian light-pole – Curved logo badge – Sheet 5 of 7 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 5m Pedestrian light-pole – Side entry spigot – 6 of 7 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| 5m Pedestrian light-pole – Installation on new footing – Sheet 7 of 7 | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| BSD-11031 | Typical requirements for lighting of off-road shared & bicycle paths | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| BSD-11101 | Parks Main Switchboard – Underground Supply – Details – Sheet 1 of 4 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| Parks Main Switchboard – Underground Supply – Installation – Sheet 2 of 4 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| Parks Main Switchboard – Overhead Supply – Details – Sheet 3 of 4 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| Parks Main Switchboard – Overhead Supply – Installation – Sheet 4 of 4 | Revision | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |
| BSD-11123 | BCC Standard Electric Single BBQ – Sheet 1 of 4 | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| BCC Standard Electric Double BBQ – Sheet 2 of 4 | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| BCC Standard BBQ Switch boxes section & side view – Sheet 3 of 4 | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| BCC Standard BBQ Switch boxes equipment & CCT layout – Sheet 4 of 4 | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |

### Amendments to Reference Specifications to revise reference specifications, insert new reference specifications or omit reference specifications

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| **Reference Specification (S) Number** | **Title** | **Status** | **Reason** |
| S110 | General Requirements | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| S120 | Quality | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| S140 | Earthworks | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| S145 | Installation and Maintenance of Utility Services | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S150 | Roadworks | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S154 | Traffic Signs and Roadside Furniture | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S155 | Road Pavement Markings | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S156 | Solar Road and Bikeway Markers | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| S160 | Drainage | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S170 | Stonework | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| S180 | Unit Paving | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S190 | Landscaping | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| S200 | Concrete Work | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S205 | Centres Honed Concrete Paths | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S206 | Concrete Path Articulated Joint System | Removed | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(a) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S210 | Masonry | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| S220 | Woodwork | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S230 | Structural Steel | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| S240 | Coatings | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| S300 | Quarry Products | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S310 | Supply of Dense Graded Asphalt | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S320 | Laying of Asphalt | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S330 | Sprayed Bituminous Surfacing | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S335 | Polymer Modified Emulsion Surface Treatment | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S336 | Polymer Modified Emulsion Micro-surfacing Treatment | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S605 | Traffic Signal Hardware – Pits and Lids | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S606 | Traffic Signal Hardware Poles, Mast Arms & Columns | Revision | Constitutes a minor amendment to a PSP pursuant to Schedule 1, section 6(b) of MGR in that it does not significantly change an existing policy position of the planning scheme. |
| S607 | Traffic Signal hardware – Rag Bolts | Revision | Constitutes an administrative amendment to a PSP pursuant to Schedule 1, section 5(b) of MGR in that it changes the format and presentation of the PSP. |
| S710 | Solid State Lighting (SSL) Luminaire Installation | New | Constitutes an amendment to a PSP pursuant to Schedule 1, section 7 of MGR in that it is not an administrative or minor amendment to a PSP. |