APPENDIX B.1 RECONFIGURATION OF A LOT DEVELOPMENT APPLICATION

APPENDIX B.1.1 PLANNING ASSESSMENT













SCENIC RIM
AGRICULTURAL
INDUSTRIAL
PRECINCT

A project by Kalfresh

Development Assessment Report

Material Change of Use for Reconfiguration of Lots (staged subdivision) and associated Operational Works (Earthworks)

Scenic Rim Agricultural Industrial Precinct Kalbar, Queensland
BA220050.01
4 December 2023

epic ENVIRONMENTAL

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CONTENTS

1 PROPOSAL SUMMARY

This development application seeks development approval pursuant to section 51 of the *Planning Act 2016* for the following aspect of the Scenic Rim Agricultural Industrial Precinct (SRAIP):

- Development Permit for for Reconfiguring a Lot (staged subdivision)
- Development Permit for Operational Works (Earthworks).

The staged subdivision is proposed to occur in two phases as follows:

Phase 1

- Creation of 6 Management Lots, 2 balance lots and 3 lots within the SRAIP site including a lot for future private road under management scheme and a volumetric lot (1 stage)

Phase 2

- Creation of six lots into 16 industrial use allotments, three rural lots, an infrastructure lot to accommodate water and sewerage treatment facilities for the Project, access easements and common property by way of a 4 -staged community title subdivision.

Prior to the SRAIP Development Plan taking effect, the SRAIP occurs in the rural zone under the Scenic Rim Planning Scheme 2020 (SRPS) and is designated within the Regional Landscape and Rural Production Area (RLRPA) under the *South East Queensland Regional Plan 2017* (ShapingSEQ). The project is located outside the Urban Footprint of the ShapingSEQ where subdivision below 100 hectares (ha) is prohibited and there are restrictions placed on urban uses. As a declared coordinated project under the *State Development and Public Works Organisation Act 1971* (SDPWO Act), exemptions apply in the south east Queensland regulatory provisions of the *Planning Regulation 2017* (Planning Regulation), which allows an assessment pathway for what would be otherwise prohibited development.

Via this pathway, the rural and industrial subdivision development is facilitated by a Variation Request (Preliminary Approval) which seeks to vary the effect of the local planning instrument in effect for the premises. The SRAIP Development Plan, which is located in Appendix A.5 of the Revised Draft Impact Assessment Report (RDIAR), overrides specified elements of the SRPS and the broader planning framework, enabling the subdivision and uses consistent with the intent and purpose of the SRAIP to be established on site. Accordingly, the Reconfiguration of Lot application is to be assessed against the provisions of the SRAIP Development Plan once the Preliminary Approval takes effect. The SRAIP Development Plan stipulates reconfiguration that is consistent with the intent of the Plan Area is to be code assessable.

As operational works are not regulated by the SRAIP Development Plan, the associated operational works application subject of this application is assessed against the existing requirements of the SRPS. The SRPS stipules Operational Work for Reconfiguring a Lot is similarly code assessable

This report is supported by the following documents to inform assessment against the appliable codes stipulated in the SRAIP Development Plan and SRPS:

- **Appendix A** SRAIP Development Code Responses (ROL aspect only)
- **Appendix B** Scenic Rim Planning Scheme Code Responses (Reconfiguration of lots)
- **Appendix C** Scenic Rim Planning Scheme Code Responses (Operational works)
- **Appendix D** Landscape Design Plan

In considering this application, the assessment manager should have regard to the technical information prepared as part of the RDIAR for the SRAIP project, dated 27 September 2023. Relevant RDIAR Appendices specific to this application are contained within:

- B.1.2 – SRAIP Concept Plans
- B.1.3 – SRAIP Subdivision Plans
- B.1.4 – Operational Works Drawings (Bulk Earthworks)
- B.2 – Preliminary Engineering Report
- B.3 – Design of Water Storage Dam

- B.4 – Integrated Water Management Plan
- B.5 – Water Availability for SRAIP
- B.6 – Onsite Wastewater Management Report (ERA 63)
- B.7 – Road Impact Assessment & Addendum Memos
- B.8 – Waterway Barrier Works and Technical Report
- B.9 – Proposed Governance and Titling Strategy
- B.10 – Cultural Heritage Memorandum
- B.11 – Landscape Design Intent
- B.12 – Flood Emergency Management Plan
- B.13 – Concept Erosion & Sediment Control Plan

In deciding this development application, the assessment managers must also consider the findings of any Coordinator-General's Evaluation Report released for the project. Under Part 4 of the SDPWO Act, the Coordinated Project evaluation process replaces any referral and public notification stages otherwise applicable to development applications under the *Planning Act 2016*. Additionally, any 'Stated Conditions' contained in the Coordinator-General's evaluation must be incorporated in the assessment managers' decision notice to approve the development permits for Reconfiguring a Lot (Staged subdivision) and associated Operational Works (Earthworks). The Coordinator-General's involvement in this process does not preclude Council requesting further information or advice from the Proponent prior to issuing a decision notice or adding additional conditions that are not inconsistent with the Coordinator-General's stated conditions.

2 SITE DETAILS

The SRAIP is located at 6200-6206 Cunningham Highway, Kalbar QLD 4309, which is the current location and surrounds of Kalfresh's existing operation. Prior to reconfiguration, the site is properly described as Lot 1 on RP216694, Lots 2-4 on SP192221, Lot 2 on RP20974, and Lot 2 on RP44024. The SRAIP subject site is a large and consolidated landholding of approximately 250 hectares (ha) (**Figure 1**).

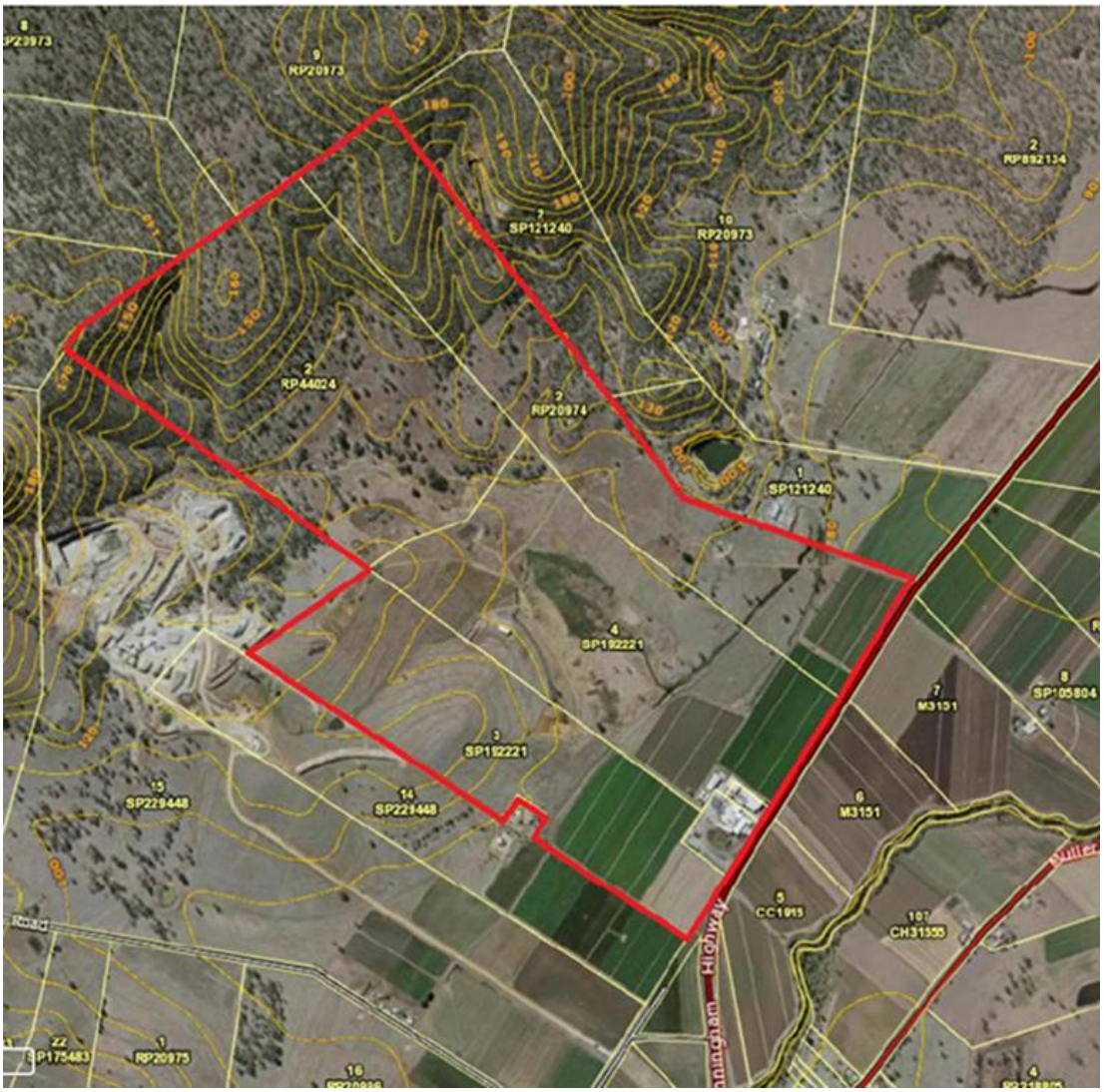

Figure 1. Proposed SRAIP Location

Table 1 provides further detail of the site description and associated particulars.

Table 1. Site Details

Real Property Description:	Lot 1 on RP216694, Lots 2-4 on SP192221, Lot 2 on RP20974, and Lot 2 on RP44024
Total Site Area:	250 ha
Land Owner:	Kallium Pty Ltd (A.C.N. 100 406 157)
Encumbrances / Easements:	Easement A on SP216694 Easement B on SP192221
Existing Use:	Kalfresh's existing facilities are established on Lot 1 on RP216694, Lot 2 on SP192221 and Lot 4 on SP192221 in the form of large warehouses, staff office and amenities to accommodate the administrative, sales, accounting, dispatch, IT, marketing and QA staff and water tanks servicing the development. Cropping areas are established towards the Cunningham Highway frontage of the site. Undeveloped land is situated on the remainder of the site moving west from the Cunningham Highway.  **Figure 2. Aerial view of existing Kalfresh operations (prior to reconfiguration)**
Contaminated Land Register:	A search of the Contaminated Land Register (CLR) and Environmental Management Register (EMR) on the 8 December 2022 revealed that no lots within the site are listed on the CLR. However, Lot 2 on RP20974 is included on the EMR which contains a decommissioned cattle dip, a notifiable activity.
Topography:	The site is largely flat at approximately 90m AHD towards the Cunningham Highway frontage of the site and slopes upwards towards the rear boundary of the site. The highest point of the site in the north-west corner of Lot 2 on RP20974 is 190m AHD.
Vegetation:	The Ecology Assessment – Appendix E.1 in the RDIAR confirms 20 Non-Juvenile Koala Habitat Trees are required to be removed within the developable footprint of the SRAIP Project. Under the *Queensland Environmental Offsets Policy* (Version 1.8) (QEOP), this constitutes an SRI requiring an offset, even though these trees are disconnected from the mapped Core Koala Habitat Area.
Waterways:	The SRAIP project intersects with mapped 'waterways' as defined and administered for fish passage under the *Fisheries Act 1994*. Within the proposed SRAIP site boundary there is one waterway that is mapped as low risk (green) for impacts to fish passage, and one waterway that is mapped as moderate risk (amber) for impacts to fish passage. There is no connectivity in the mapping between the amber waterway and Warrill Creek, which is the major risk (purple) waterway located to the south-east of the site across the Cunningham Highway. There are two green waterways to the north-west of the site that will not be impacted by the SRAIP development. A Waterway Barrier Works Technical report is provided in Appendix B.8 in the RDIAR and presents key findings.
Road Frontage:	The existing access to the SRAIP site is provided by three (3) crossovers to Cunningham Highway which will be closed as part of the SRAIP development.

	Access to the SRAIP subdivision is proposed via a shared private access road approved by way of Court Order 3471 of 2020 on 1 October 2021 as part of Frazerview Quarry to the rear of the SRAIP project land (over Lot 2 on RP20974). As the access was approved as part of the Frazerview Quarry application, the design requirements for the proposed (internal) road of the SRAIP has considered the Court Order conditions for the Quarry with respect to road design.
Services:	The SRAIP involves independent servicing of sewer and water infrastructure which will be held in common property and owned and maintained by the SRAIP body corporate or similar governance arrangement. These services will be constructed and running before land subject of the subdivision is on sold to third parties. The development will be serviced by two watermains, consisting of: • A conventional potable pressure water reticulation system treated to drinking standard; and • A recycled watermain network for industrial and/or processing uses. Wastewater flows generated within the proposed development will be discharged to the onsite wastewater treatment plant (WWTP).

3 PROPOSAL DETAILS

This application is seeking development permit for Reconfiguring of Lots (ROL) and associated Operational Works (Earthworks) associated with the SRAIP project.

Detailed proposal plans and supporting information are located within the following appendices of the RDIAR:

- B.1.2 – SRAIP Concept Plans
- B.1.3 – SRAIP Subdivision Plans
- B.1.4 – Operational Works Drawings (Bulk Earthworks)

The SRAIP is intended to accommodate a wide range of industrial activities located in a specialised industrial hub with an agricultural connection. The Phase 1 component of the proposal seeks to reconfigure the site to create 6 management lots, 2 balance lots and 3 lots within the SRAIP site, including a lot for future private road under management scheme and a volumetric lot (**Figure 3**).

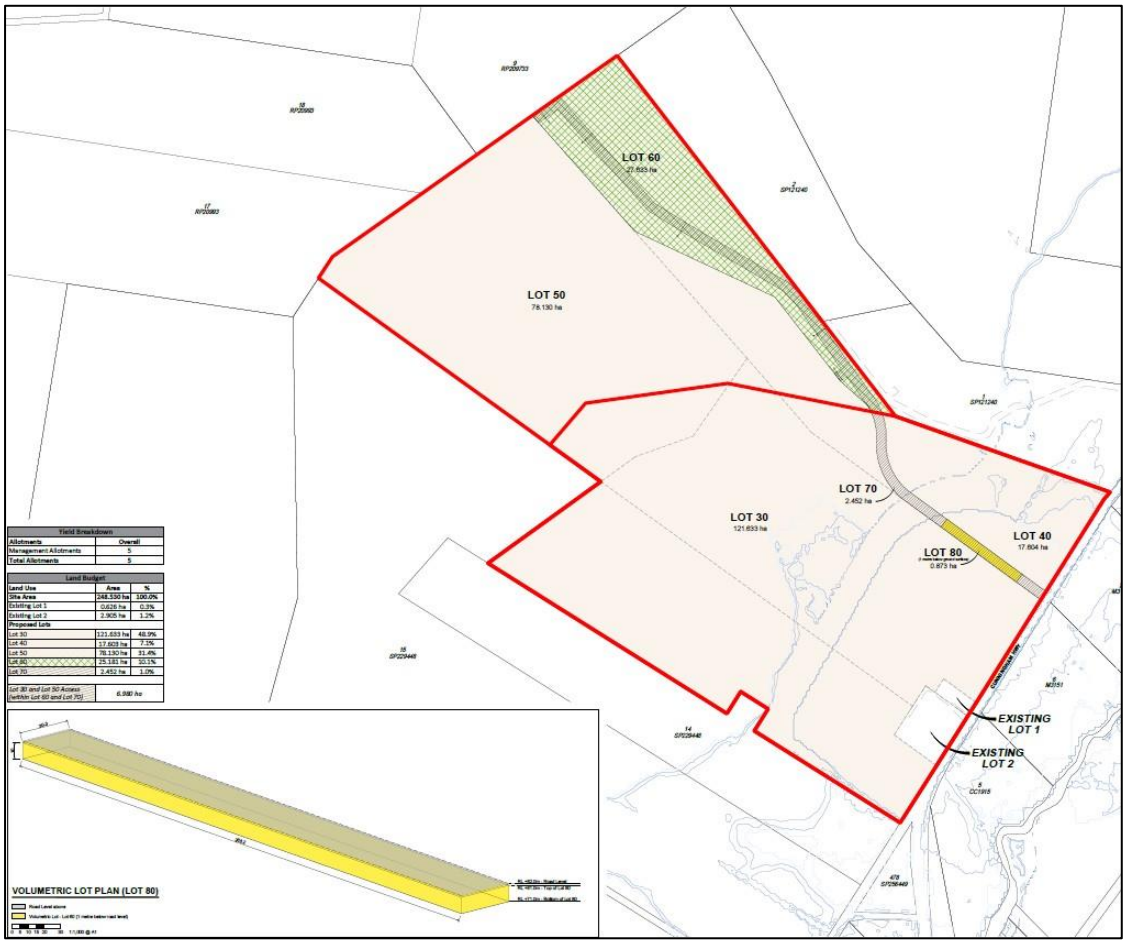

Figure 3. Excerpt from Proposed SRAIP Phase 1 Subdivision Proposal Plan

The ultimate layout in the Phase 2 subdivision proposal plan is comprised of 16 industrial lots, 3 rural lots, 1 infrastructure lot to accommodate water and sewerage treatment facilities for the precinct (**Figure 4**). Access easements and common property are proposed in 4 stages in conjunction with operational works for earthworks (proposed to occur as part of Phase 2 Stage 1). All internal access will be by way of private roads and access easements. No new public roads are proposed as part of the development.

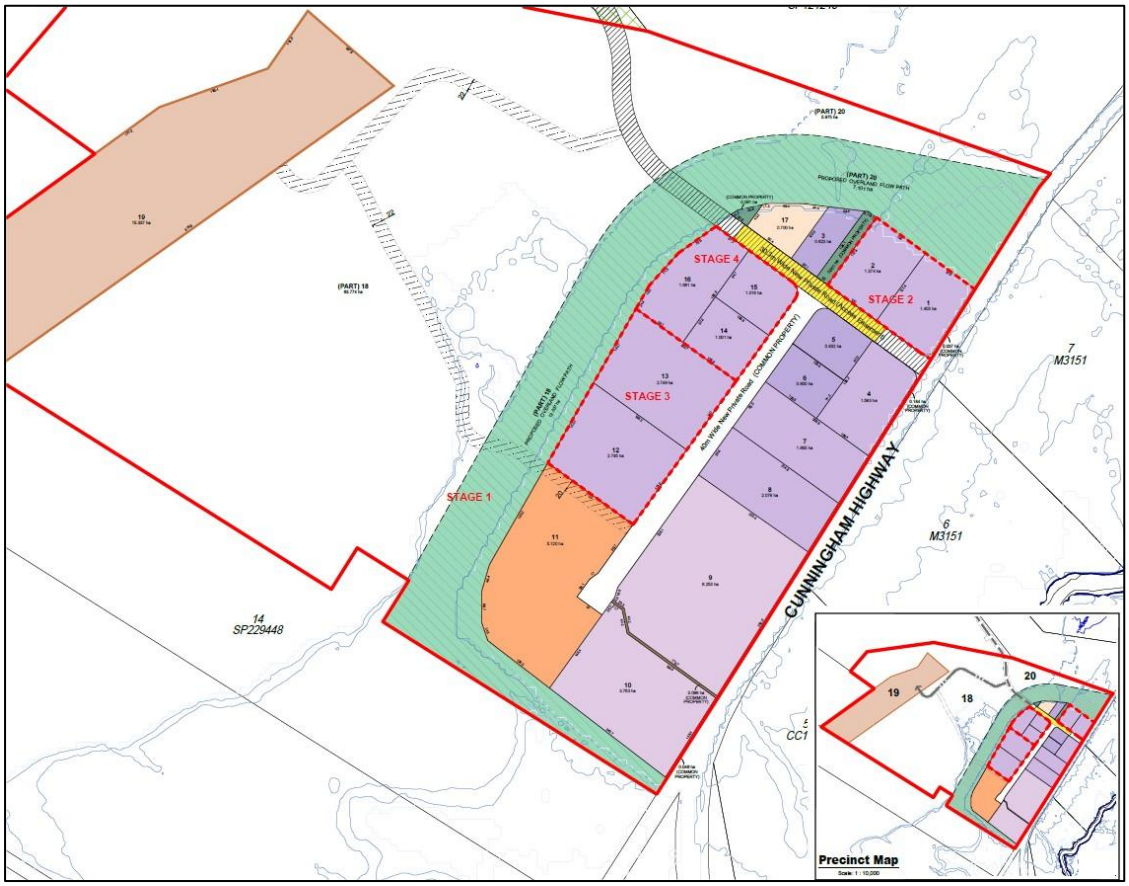

Figure 4. Phase 2 Subdivision Proposal Plan (Stages 1-4)

The proposed SRAIP staged subdivision proposal is outlined in **Table 2.**

Table 2. SRAIP subdivision phases

Phase / Stage	Cancelling	Creating
Phase 1 – Management Subdivision • 4 into 6 lot subdivision • Creation of access easements • Retaining Lot 1 on RP216694 • Retaining Lot 2 SP192221	• Lot 2 on RP44024 • Lot 3 on SP192221 • Lot 2 on RP20974 • Lot 4 on SP192221	• Lot 30: SRAIP lot – subject to future subdivision • Lot 40: SRAIP lot – subject to future subdivision • Lot 50: Balance Rural lot excluded from SRAIP, no further development • Lot 60: Lot to be acquired by Frazerview Quarry owners • Lot 70: Future private road – either acquisition by Frazerview Quarry or Common Property • Lot 80: Volumetric lot located under part of Lot 70 – retained within SRAIP lands as common property. • Easement A: Access - Burdening Lot 70 in favour of Lots 30, 40, 50 and 60 • Easement B: Access – Burdening Lot 60 in favour of Lot 50
Phase 2 – Stage 1 Subdivision • 4 into 15 lot subdivision (13 lots plus two balance lots and common property) • Creation of access easements • Creation of Common Property	• Lot 30 • Lot 40 • Burdening Lot 70 with additional easements • Lot 1 RP216694 • Lot 2 SP192221	• Lot 3 • Lot 4 • Lot 5 • Lot 6 • Lot 7 • Lot 8 • Lot 9 • Lot 10 • Lot 11 • Lot 17 • Lot 18 • Lot 19 • Lot 20 • Balance Lot (Lot 90 – balance of Lot 30) • Balance Lot (Lot 91 – balance of Lot 40) • Common Property (internal road, landscape buffer, detention basin, drainage swale, existing Lot 80). • Easement C: Access – Burdening Lot 70 in favour of Lots 3-5, 17, Common Property and balance lots 90 and 91 • Easement D: Access – Burdening Lot 70 in favour of Lots 5-11 and balance lot 90 • Easement E: Access -Burdening Lot 11 in favour of Lots 18 and 19 • Easement F: Access – Burdening Lot 18 in favour of Lots 11 and 19 • Easement G: Access – Burdening Lot 18 in favour of Lots 11 and 19
Phase 2 – Stage 2 Subdivision • 1 into 2 lot subdivision	• Balance Lot (Lot 91)	• Lot 1 • Lot 2
Phase 2 – Stage 3 Subdivision • 1 into 3 lot subdivision (2 lots plus one balance lot)	• Part of balance Lot (Lot 90)	• Lot 12 • Lot 13
Phase 2 – Stage 4 Subdivision • 1 into 3 lot subdivision	• Remaining part of balance Lot (Lot 90)	• Lot 14 • Lot 15 • Lot 16

The subdivision utilises the approved access point off the Cunningham Highway for the adjoining Frazerview Quarry Court Order 3471 of 2020 that includes part of Lot 2 on RP20974, which is a lot within the SRAIP. This combined point of access for both the quarry and SRAIP will utilise a new intersection to be constructed on the highway. The Frazerview Quarry approval also included a boundary realignment that would incorporate the private access road and the rear section of Lot 2 into the land owned by the quarry proponents, with an access easement granted in favour of the SRAIP land. This approved boundary realignment configuration has been

reflected in the creation of proposed Lots 60 and 70 within the Phase 1 subdivision proposal plan. This allows for the creation of the land to be acquired in conjunction with the quarry development as well as all required access and services easements over these properties to facilitate the SRAIP.

In addition to the shared access road, a second common property private road is proposed within the subdivision. This private access road incorporates a central swale for stormwater quantity management and a one-way traffic circulation arrangement. While the traffic demand for the site only requires an industrial collector standard of road, the proponent has proposed an alternative design for the private road that will enhance the sustainability of the design and the safety of traffic movements within the subdivision.

The proposed earthworks have been designed following a detailed flood assessment of the subject site, to ensure that the proposed lots within the SRAIP Industry Precinct are not flood affected. Proposed areas of cut and fill have been designed to achieve an appropriate freeboard (1% CC AEP flood event immunity) for all new development sites. The proposed overland flow path contained within a proposed drainage easement on Lots 18 and 20 has been designed to accommodate stormwater flows and flood conveyance. Within the SRAIP Industry Precinct stormwater quantity will be managed within the central swale in the private road and the common property stormwater infrastructure sites. Stormwater quality will primarily be managed within the individual lots.

The subdivision incorporates the creation of a minimum three-metre-wide common property area along the frontage to the Cunningham Highway. This will be used for the proposed screening landscaping strip along the road frontage and will also ensure that no direct access to any lots is available from the Cunningham Highway. **Appendix D** of this report, provides a Landscape Design Plan which will be planted in conjunction with the reconfiguration and operational works. This plan demonstrates compliance with the relevant SRPS Planning Policy and the SRAIP Development Plan. The landscape plan demonstrates how the built form of the precinct will be softened with effective trees that are fit for purpose and how the planting of 90 blue gum trees will be accommodated within the overland flow path.

A common property strip is also proposed to be located between Lots 9 and 10 that will accommodate electricity connections to the common property and Lot 11, the SRAIP Biodigester (also referred to as the Anaerobic Digester (AD)), and the connection of water supply pipes running from the bores in Lot 9 to the common property.

The subdivision incorporates an infrastructure lot (Lot 17) where the onsite water treatment will be located. Water for the SRAIP will be sourced from a portfolio of water purchased for use on the site, and water obtained from volcanic aquifers. This water will be stored in the Turkey Nest dam located on Lot 20 to ensure consistency of supply. It will be treated on Lot 17 prior to being reticulated through the precinct to individual industrial lots. A recycled water supply will also be treated and reticulated through the SRAIP from Lot 17.

Wastewater (sewerage) not suitable for recycling will be treated at the wastewater treatment plant on Lot 17. This wastewater treatment plan triggers a requirement for an Environmental Authority (EA) and approval for ERA 63(1)(b)(i) – Sewerage treatment. The proposed irrigation of treated wastewater is located on Lot 18.

All clearing associated with the Operational Works for Reconfiguring a Lot has been assessed in the ecology report which is presented in Appendix E.1 of the RDIAR. The clearing will impact 20 non-juvenile Koala habitat trees which will constitute a significant residual impact in accordance with the Queensland environmental offset policy. A one-off financial contribution is proposed to be made to offset this impact.

4 PLANNING ASSESSMENT

4.1 Planning Context

Table 3. Planning Context

Authorising instrument	*State Development and Public Works Organization Act 1971* - Coordinator-General's Evaluation Report to be released for the Revised Draft Impact Assessment Report prepared by Kalfresh, dated 27 September 2023.
Regional Plan	ShapingSEQ Regional Plan Regional Landscape and Rural Production Area (RLRPA)
Planning Scheme	Scenic Rim Planning Scheme 2020, that is in effect at the time a Development Application is made (effective 30 June 2023), as varied by the *Scenic Rim Agricultural Industrial Precinct Development Plan* (Appendix A.5 in the RDIAR)
SRAIP Development Code	The SRAIP development code varies the effects of the Scenic Rim Planning Scheme 2020 by specifying: • The types of development that may take place within the plan area • The level of assessment for proposed development, which prevails over the levels of assessment for that development identified in the planning scheme • The plan of development code which forms the assessment benchmarks against which subsequent development applications within the plan area will be assessed. This varies the SRPS to the extent of the plan area which is identified in the accompanying SRAIP Development Plan mapping.

4.2 SRAIP Development Plan Variation Approval

A Variation to the SRPS (Preliminary Approval) is proposed by means of the SRAIP Development Plan (Appendix A.5 of the RDIAR). This looks to vary the effect of the planning scheme on the land and establishes a new assessment framework (level of assessment and assessment benchmarks) to enable the SRAIP to occur.

Following approval of the variation, the SRAIP Development Plan take effect by which future development subject of the SRAIP Development Plan in the Plan Area will be assessed against. The SRAIP Development Plan establishes new level of assessment and assessment benchmarks, which will generally have the effect of reducing assessment requirements from being prohibited and or impact assessable to code assessable.

The purpose of the SRAIP Development Plan conveys that the SRAIP is to be established to accommodate a specialised industrial precinct incorporating:

a. *The processing or value-adding of agricultural or farm products (including fibre) to produce food (human or animal), beverages or other products;*
b. *agriculture-related research, innovation and technologies to support the farming and agriculture industry;*
c. *intensive horticulture;*
d. *industries or activities necessary to support the hub such as warehousing and distribution activities;*
e. *a circular economy through reuse of waste and decarbonisation in industrial processes, production of bio- fertiliser and waste composting, and renewable energy production by anerobic digestion (SRAIP biodigester).*

The Industry Precinct Purpose and Overall Outcomes are presented in Section 4.2.2 of the SRAIP Development Plan (Appendix A.5 in the RDIAR). In general terms, development proposed in the Industry Precinct should:

- contribute to the production or processing of food and beverages (human or animal)
- provide for resource recovery and reuse for energy, fertiliser or rural uses or provide infrastructure and supporting services for the SRAIP activities
- allow for small scale ancillary and subordinate retailing and office space for the administration, display and sale of goods manufactured on site as part of an industrial activity

- be of a moderate scale (up to 15 m in height) (other than proposed Lots 11, 12 and 13) and maintains visual amenity when viewed from the Cunningham Highway
- be sited and designed to integrate landscaping with built form, provide a variety of compatible building materials and colours to reduce visual impacts from the Cunningham Highway
- provide attractive and prominent building entrances, integrates landscaping and utilises a variety of building design techniques and materials to a create a design containing visual interest particularly in addressing the internal road.

The Rural Precinct Purpose and Overall Outcomes are presented in Section 4.2.3 of the SRAIP Development Plan (Appendix A.5 in the RDIAR). In general terms, development proposed in the Rural Precinct should:

- Comprise of primarily open-air activities including low impact rural activities with limited buildings, and maintain the capacity of the land and surrounding land for agricultural production
- Locate, design and manage intensive horticulture and High Impact Industry (SRAIP composting) to avoid adverse impacts on the amenity and landscape character of the locality
- Not constrain the extraction, processing and transportation of extractive resources from the adjacent and potential extractive industry activities
- Support the industry precinct infrastructure needs
- Avoid uses incompatible with SRAIP uses
- Support the preservation of environmental values, rural character and flood mitigation capacity and provide a buffer between the SRAIP industry precinct and sensitive receivers
- Be appropriately serviced by road infrastructure and not obtain direct access to the Cunningham Highway
- Ensure built form is limited and small scale, low rise and setback from property boundaries.

Table 4 below outlines the relevant provisions of the SRAIP Reconfiguration of a Lot Code in relation to the proposed subdivision.

The Industry Precinct Purpose and Overall Outcomes are presented in Section 4.2.2 of the SRAIP Development Plan (Appendix A.5 in the RDIAR). In general terms, development proposed in the Industry Precinct should:

- contribute to the production or processing of food and beverages (human or animal)
- provide for resource recovery and reuse for energy, fertiliser or rural uses or provide infrastructure and supporting services for the SRAIP activities
- allow for small scale ancillary and subordinate retailing and office space for the administration, display and sale of goods manufactured on site as part of an industrial activity
- be of a moderate scale (up to 15 m in height) (other than proposed Lots 11, 12 and 13) and maintains visual amenity when viewed from the Cunningham Highway
- be sited and designed to integrate landscaping with built form, provide a variety of compatible building materials and colours to reduce visual impacts from the Cunningham Highway
- provide attractive and prominent building entrances, integrates landscaping and utilises a variety of building design techniques and materials to a create a design containing visual interest particularly in addressing the internal road.

The Rural Precinct Purpose and Overall Outcomes are presented in Section 4.2.3 of the SRAIP Development Plan (Appendix A.5 in the RDIAR). In general terms, development proposed in the Rural Precinct should:

- Comprise of primarily open-air activities including low impact rural activities with limited buildings, and maintain the capacity of the land and surrounding land for agricultural production
- Locate, design and manage intensive horticulture and High Impact Industry (SRAIP composting) to avoid adverse impacts on the amenity and landscape character of the locality
- Not constrain the extraction, processing and transportation of extractive resources from the adjacent and potential extractive industry activities
- Support the industry precinct infrastructure needs
- Avoid uses incompatible with SRAIP uses

- Support the preservation of environmental values, rural character and flood mitigation capacity and provide a buffer between the SRAIP industry precinct and sensitive receivers
- Be appropriately serviced by road infrastructure and not obtain direct access to the Cunningham Highway
- Ensure built form is limited and small scale, low rise and setback from property boundaries.

Table 4. SRAIP Provisions

SRAIP Precinct Plan:	The SRAIP Precinct Plan applies to the plan area and establishes the SRAIP Industry precinct and SRAIP Rural Precinct.
SRAIP Development Plan:	The SRAIP Code applies to the SRAIP Industrial Precinct and SRAIP Rural Precinct. Development requires assessment against the SRAIP Development Plan by way of the Codes and SRAIP Tables of Assessment. Amongst other things, the SRAIP Plan intends for: • a variety of industrial uses associated with agriculture and farming within the SRAIP Industrial Precinct; and • other uses and activities within the SRAIP Industrial Precinct that: - support industry activities; and - do not compromise the future use of the SRAIP for agricultural industrial uses. • a variety of supporting rural and infrastructure uses/activities within the SRAIP Rural Precinct. An assessment of the RoL against the SRAIP Code is held at Appendix A. Assessment of the RoL against the applicable SRPS is provided at Appendix B. Operational Works associated with the RoL is regulated under the SRPS. Code responses for this assessment are provided at Appendix B and Appendix C.
Level of Assessment:	Reconfiguration of a lot within the Rural Zone to create new lots less than 100ha is subject to **Code Assessment** against the following: • SRAIP Development Code (**Appendix A**) • Reconfiguring a lot Code (**Appendix B**) • Earthworks, Construction and Water Quality Code (**Appendix B**) • Infrastructure Design Code (**Appendix B**) Operational works (filling or excavation) associated with the reconfiguration of lots is subject to **Code Assessment** against the following: • General Development Provisions Code (**Appendix C**) • Earthworks, Construction and Water Quality Code (As per section 2 of **Appendix B**) • Infrastructure Design Code (As per section 3 of **Appendix B**) The development is located within the SRPS Flood Hazard Overlay, and the Landslide Hazard and Steep Slope Overlay area. As such, operational works (filling or excavation) associated with the reconfiguration of lots is subject to Code Assessment against the following: • Flood Hazard Overlay Code **(Appendix C)** • Landslide Hazard and Steep Slope Overlay Code **(Appendix CAppendix B).**

5 CONCLUSION

This application seeks approval for the reconfiguration of a lot and operational works (earthworks) to facilitate creation of the SRAIP.

The Phase 1 management subdivision comprises 6 management lots, 2 balance lots and 3 lots within the SRAIP site including a lot for future private road under management scheme and a volumetric lot.

Subsequent Phase 2 of the staged subdivision will create both rural and industrial lots. This will ultimately include 16 industrial use allotments, three rural lots, an infrastructure lot to accommodate water and sewerage treatment facilities for the project and access easements and common property.

The applicant has undertaken design works for the proposed subdivision to ensure that the proposed industrial lots:

- Are appropriately sized for the proposed industrial land uses in accordance with the SRAIP Development Plan
- Can be connected to essential services and services by appropriately sized private roads; and
- Are not impacted by flooding

It is recommended that the proposed reconfiguration of a lot and associated operational works are approved subject to reasonable and relevant conditions.

APPENDIX A SRAIP DEVELOPMENT CODE RESPONSES

1 SRAIP DEVELOPMENT CODE

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Land Uses			
PO1 Development for industrial activities is limited to agri- focus uses to support: (a) management of impacts including impacts to sensitive receivers; (b) the location of infrastructure investment and infrastructure reticulation available to service the industry uses, including opportunities for shared infrastructure; and (c) synergies and shared services between industry uses.	**AO1.1** Industrial activities supported in the Industry Precinct includes: i. *High impact industry* where involving *High impact agriculture industries*; ii. *Low impact industry* where involving *Low impact agriculture industries*; iii. *Medium impact industry*, where involving *Medium impact agriculture industries* use; iv. *Research and technology industry* with an *Agri-focus* use; v. *Transport depot* (where not located in the Rural Precinct); vi. *Warehouse* with an *Agri-focus* use.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO1.2 Industrial activities in the Rural Precinct are limited to: i. *High impact industry* (*SRAIP composting*); ii. *Transport depot* (where not located in the Industry Precinct).	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO1.3 Infrastructure activities in the Industrial Precinct is limited to: i. *Renewable energy facility* (*SRAIP biodigestion*).	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO2 Development for industrial activities are limited to *Agri-focus* industries, involving: (a) the processing and manufacturing of agricultural or farm products (including fibre) to	**AO2.1** Development involving *Low impact industry* is limited to *Low impact agriculture industries* uses. ***Note*** *- The use of the premises for other Low impact industry activities (i.e. where not Low impact agriculture industries) is not supported.*	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1

Performance Outcomes	Acceptable Outcomes	Solution	Comments
produce food, beverages or other products; (b) agriculture related research, innovation and technologies to support the farming and agriculture industry; (c) storage or logistics *Warehouse* use servicing *SRAIP uses*.			and Map 2 of the SRAIP Development Plan.
	AO2.2 Development involving *Medium impact industry* is limited to *Medium impact agriculture industries* uses. ***Note** - The use of the premises for other Medium impact industry activities (i.e. where not Medium impact agriculture industries) is not supported.*	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO2.3 Development involving *High impact industry* is limited to *High impact agriculture industries* uses. ***Note** - The use of the premises for other High impact industry activities (i.e. where not High impact agriculture industries) is not supported.*	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO2.4	**N/A**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	Development involving *Research and technology industry* only involves advancing research, innovation and technologies that have an *Agri-focus*. ***Note** - The use of the premises for other Research and technology industry activities (i.e. where not Research and technology industry involving an Agri-focus use) is not supported.*		Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO2.5 Development involving a *Warehouse* and *Transport depot* in the Industry Precinct only involves the storing or distributing of goods that have an *Agri-focus*. ***Note** - The use of the premises for other Warehouse activities (i.e. where not Warehouse with an Agri-focus, such as self-storage facility, storage yard for vehicles) is not supported.*	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO2.6 For all other development involving industrial activities, no Acceptable Outcome is prescribed.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO3 Development for non-industrial activities: (a) do not compromise the ongoing viability of the *Plan area* for *Agri-focus* industries now and in the future; (b) have a direct nexus to *Agri-focus* industries; (c) remain small-scale and ancillary to the *SRAIP uses*; and (d) serve the *Plan area* employees' day-to-day needs.	**AO3.1** No Acceptable Outcome is prescribed	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan. The reconfiguration is to establish land in the *Plan Area* for *Agri-focus* industries.
PO4 A *Food and drink outlet,* either as a primary or ancillary use:	**AO4.1** Development involving a *Food and drink outlet,* including where it is ancillary to another use:	**N/A**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(a) is a size that services *Plan area* employees day to day needs; (b) contains a maximum of two food and drink outlets in total (where one may be ancillary and included on a site with a *Service station*); (c) does not involve a drive through facility.	(a) does not exceed 200m^2 GFA for any individual tenancy; and (b) does not exceed a combined total of 400m^2 GFA in the *Plan area*; and (c) does not involve a drive through facility.		Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO5 Ancillary uses for *SRAIP uses*: (a) remain small scale and ancillary to the SRAIP use; and (b) are for the retail, administrative, financial, management or secretarial functions to support the core functioning of the primary use.	**AO5.1** Ancillary uses do not exceed 20% of the total GFA and are conducted within a building or structure.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO5.2	**N/A**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	Uses involving ancillary retail components must only sell products manufactured on site.		Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO5.3 Uses involving ancillary office space only involves the administrative, financial, management or secretarial functions to support the core functioning of those uses.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO6 A *Service station*:	**AO6.1** A *Service station*:	**N/A**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(a) is limited to 1 *Service station* in the Industry Precinct; (b) contains facilities for the use of biogas and/or other biofuels, petrol, diesel and LPG; (c) is of a size and layout that primarily services the needs of the SRAIP Industry Precinct;	(a) is limited to 1 *Service station* located in the Industry Precinct; (b) has a maximum of 8 bowsers (16 vehicle refuelling spaces) of which a maximum of 6 bowsers (12 vehicle refuelling spaces) are used for petrol, diesel and LPG; and (c) contains refuelling options including biogas and/or other biofuels, petrol, diesel and LPG.		Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
(d) involving an ancillary *Food and drink outlet* is of a size that services the needs of the SRAIP Industry Precinct, and does not include a drive through facility; (e) does not detrimentally impact the existing *Service station* facilities in local townships or centres; and (f) does not involve a drive through for a *Food and drink outlet* or for beverages or food otherwise.	**AO6.2** A *Service station* is not located on proposed Lots 1, 4, 7, 8, 9 or 10 on Map 2.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO6.3 Development involving a *Food and drink outlet,* including where it is ancillary to a *Service Station*:	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(a) does not exceed 200m^2 GFA for any individual tenancy; and (b) does not exceed a combined total of 400m^2 GFA in the SRAIP *Plan area*; and (c) does not involve a drive through facility.		works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO6.4 A *Service station* does not obtain direct access from the Cunningham Highway.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO7 A *Transport depot*: (a) is of a size that services the needs of the SRAIP *Plan area*;	**AO7.1** A *Transport depot;* (a) is limited to a single Transport depot in the SRAIP *Plan area*; (b) has a maximum capacity of 40 heavy vehicles; and (c) where involving ancillary uses does not exceed 300m2 GFA.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(b) is limited to one *Transport depot* within the SRAIP *Plan area*; (c) where involving ancillary uses (for example, cleaning, repairing or servicing of vehicles, driver reviver facilities) is of a size that services the needs of the SRAIP Industry Precinct; and (d) does not undermine the viability of nearby facilities in local townships or centres.			the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO8 A *Renewable energy facility (SRAIP biodigestion)*: (a) is designed, operated and managed to maintain public safety; (b) avoids detrimental impacts on the surrounding rural land and nearby sensitive receivers;	**AO8.1** No Acceptable Outcome is prescribed.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(c) does not create environmental nuisance; and (d) is located on proposed Lot 11 on Map 2			
PO9 Development involving *High impact industry* (*SRAIP composting*): (a) is designed, operated and managed to maintain public safety; (b) avoids detrimental impacts on the surrounding rural land and nearby sensitive receivers; (c) does not create environmental nuisance; and (d) is located on proposed Lot 19 on Map 2.	**AO9.1** No Acceptable Outcome is prescribed.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO10 Development involving *rural activities:* (a) is low impact;	**AO10.1** *Rural industry* does not exceed 500m^2 GFA.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(b) is compatible with and able to operate near *industrial activities;* (c) involves activities that support the operation and functioning of the SRAIP Industry Precinct; and (d) minimises the potential for land use conflict with adjacent rural and industrial land.			works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO10.2 For development excluding *Rural industry,* no Acceptable Outcome is prescribed.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO11 Development involving *Intensive horticulture* and *Rural industry:* (a) is located, designed and managed to avoid adverse	**AO11.1** No Acceptable Outcome is prescribed. **Note –** *Screen landscaping shall be designed and constructed in accordance with* ***Planning Scheme Policy 2 – Landscape Design.***	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots

Performance Outcomes	Acceptable Outcomes	Solution	Comments
impacts on the amenity and landscape character of the locality; (b) is appropriately serviced by necessary road infrastructure; and (c) large buildings or structures are sited or provided with screen landscaping to minimise their bulk and visibility from roads, public places or sensitive land uses.			in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO12 Development: (a) avoids the release of harmful pollutants; (b) protects the health and safety of sensitive uses; and (c) avoids detrimental impacts on *SRAIP uses*.	**AO12.1** No Acceptable Outcome is prescribed.	**Performance Outcome**	**Complies with Performance Outcome** Operational Works (Earthworks) associated with the reconfiguration of lots will be carried out to avoid the release of harmful pollutants and nuisance to sensitive uses in vicinity of the works. Impact Assessment Report documentation which supports the Operational Works (Earthworks) application, include:

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			• Appendix B.2 preliminary Engineer report • Appendix B.4 Integrated Water Management Plan • Appendix B.8Waterway Barrier Works and Technical Report • Appendix B. Concept Erosion & Sediment Control Plan Proposed mitigation and management measures to reduce the potential to cause environmental harm will be summarised in a site based management plan to be implemented by Kalfresh's delivery partner.
PO13 Development mitigates air, odour and noise emissions and vibration or other impacts to acceptable environmental standards which avoid detrimental amenity or health impacts to sensitive receivers.	**AO13.1** No Acceptable Outcome is prescribed.	**Performance Outcome**	**Complies with Performance Outcome** Standard practice dust, noise and vibration attenuations and safeguards will be put in place during the earthworks and civil works phase of the development. As above, all mitigation and management measures to reduce

<table>
<tr><th>Performance Outcomes</th><th>Acceptable Outcomes</th><th>Solution</th><th>Comments</th></tr>
<tr><td></td><td></td><td></td><td>the potential to cause environmental harm will be summarised in a site-based management plan to be implemented by Kalfresh’s delivery partner.</td></tr>
<tr><td>Setbacks</td><td></td><td></td><td></td></tr>
<tr><td>PO14
Development is of a bulk and scale that is consistent with the intended form and character of the area having regard to:
(a) the visual dominance of buildings and structures when viewed from the Cunningham Highway;
(b) the visual dominance of buildings and structures when viewed from adjoining premises; and</td><td>AO14.1
Building and structures are setback as follows:<table><tr><th>Setback</th><th>Minimum Distances Measured in Metres (m)</th></tr><tr><td>Front</td><td>6m where building height is less than 15m;
Otherwise 10m</td></tr><tr><td>Side and rear boundaries for buildings/structures with a height greater than 15m</td><td>4m where building height is less than 15m;
Otherwise 6m</td></tr></table></td><td>Acceptable Outcome</td><td>Complies with Acceptable Outcome
The proposed subdivision allows for appropriate setbacks for the industrial nature of the development and compliance with AO14.1.</td></tr>
</table>

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(c) landscaping buffers along street frontages and Cunningham Highway.	Side and rear boundaries for lots adjacent to Cunningham highway: 6m where building height is less than 15m, otherwise 10m		
PO15 Development has a building height which is consistent with the streetscape, local context and intent for the SRAIP *Plan area* and each Precinct having regard to: (a) the amenity of an adjoining premises in a non-industrial zone or precinct; and (b) the building bulk and scale when viewed from Cunningham Highway.	**AO15.1** The height of development does not exceed: (a) 35m where located on lots 12 or 13 and involving a *Warehouse* (cold storage facility and/or distribution centre) with an *Agri-focus* only; (b) 20m where located on proposed lot 11 and involving a *Renewable energy facility* (*SRAIP biodigestion*). (c) 15m in all other instances.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
Built form and urban design			

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO16 Development maintains and protects the high scenic amenity from the Cunningham Highway including important views to significant landscape features, such as ridgelines and mountain ranges and peaks	**AO16.1** Development: (a) protects the views from public places of significant landscapes features; (b) avoids building on a ridgeline.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO17 Development ensures buildings: (a) address the internal street and (b) address views from the Cunningham Highway; (c) are visually interesting through variation to the external appearance, such as dividing facades into a series of varied elements; and	**AO17.1** Buildings are designed to address the street and emphasises building entry points through pedestrian access, landscaping and building design such as building articulation or features (awnings, building form or the like).	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO17.2	**N/A**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(d) use variation in materials, colour, architectural elements and building shape to reduce bulk and scale; (e) integrate landscape elements to reduce visual impacts.	Visual interest is achieved through variation in colour, patterns, textures or building materials.		Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO17.3 Buildings above 8.5m in height: (a) provide variation in roof form; and (b) use variation in colour, patterns, textures or building materials that differs with each elevation	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	AO17.4 Landscaped areas, including setback area, contain appropriate planting to soften built form and reduce visual impacts and address views from external viewpoints.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO18 Development ensures buildings complement the surrounding rural and natural land and public places by: (a) using colours that are compatible with the tones of the surrounding natural and rural landscape;	**AO18.1** Building colours use muted tones and detailing.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO18.2 External finishes have a low reflectivity.	**N/A**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(b) minimising glare and reflection to surrounding rural areas and public places; and (c) concealing rooftop plant and equipment from view from surrounding rural areas and public places.			Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
	AO18.3 Rooftop plant and equipment is visually screened from external public vantage points.	**N/A**	**Not Applicable** Proposal is for reconfiguration of lots and associated operational works to establish industrial lots in the Industry Precinct and rural lots in the Rural Precinct of the SRAIP Development Plan. Refer to Map 1 and Map 2 of the SRAIP Development Plan.
PO19	**AO19.1** The building entry is:	**Performance Outcome**	

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Development is designed and located to provide easy and safe access to buildings by pedestrians.	(a) connected directly with the public access street and car parking areas; (b) easily identifiable and visible from the street; and (c) directly accessible by pedestrians from car park areas, streets and public spaces via a sealed surface.		**Complies with Performance Outcome** Proposed reconfiguration of lots has been designed to provide easy and safe access to buildings and lots within the precinct by pedestrians and vehicles.
	AO19.2 Pedestrian paths are clearly delineated and provide safe movement through carparks to the building entry.		
Access			
PO20 Development: (a) is configured to not obtain direct access to/from the Cunningham Highway; and (b) provide safe and efficient access to the SRAIP internal road network for vehicles and pedestrians.	**AO20.1** Development is designed to: (a) prevent driveway access to/from Cunningham Highway; and (b) allow driveway access and crossovers to be constructed in accordance with **Planning Scheme Policy 1 – Infrastructure Design** of the planning scheme.	**Performance outcome**	**Complies with Performance Outcome** The reconfiguration of lots proposes a single formalised assess road (internal private road) from the Cunningham Highway to the SRAIP. This is the only access to the lots within the precinct. The proposed intersection with the Cunningham Highway has been subject of consultation with DTMR

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			and relevant state codes are addressed at Appendix A.6 of the RDIAR. The proposal allows for existing 3 driveway access points from the Cunningham Highway to existing industrial buildings to be closed and facilitate safe heavy vehicle access to the proposed Frazerview quarry
Landscaping			
PO21 Landscaping is provided to: (a) enhance the streetscape character; (b) soften the appearance of the industrial buildings, outdoor storage areas and car parking	**AO21.1** *Screen* landscaping is provided along boundaries identified as the SRAIP Industry Precinct periphery as shown in Map 2 (a) with a minimum width of 3m; and (b) is designed and constructed in accordance with **Planning Scheme Policy 2 - Landscape Design** of the planning scheme.	**Performance outcome**	**Complies with Performance Outcome** Landscaping is proposed as per the Landscape Design Plan prepared attached to this development application (Appendix C). The plan

Performance Outcomes	Acceptable Outcomes	Solution	Comments
areas when viewed from the street or a public space; and (c) reduce the bulk and visibility of large-scale buildings or structures.	**AO21.2** *Aesthetic* landscaping: (a) has a minimum width of 2m along street frontages; (b) has a minimum width of 1m along parts of the side and rear boundaries that adjoin outdoor storage or car parking areas; and (c) is designed and constructed in accordance with **Planning Scheme Policy 2 - Landscape Design** of the *planning scheme.*		demonstrates compliance with *Screen* and *Aesthetic Landscaping* requirements outlined at AO21.1, and other landscaping elements required by the Scenic Rim Planning Scheme Policy 2 – Landscape Design, such as *street*, and *buffer landscaping.*
Signage			
PO22 Signage is only used for the displaying of information relating to the use/s being conducted on site or within the SRAIP *Plan area*.	**AO22.1** Development does not involve a *third party billboard sign.*	**Acceptable Outcome**	**Complies with Acceptable Outcome** Development does not involve a third-party billboard sign.
PO23 Signage displaying to the Cunningham Highway is limited to 1 sign per site and does not:	**AO23.1** For signage displaying to the Cunningham Highway: (a) no more than 1 sign per site displays towards the highway; (b) signs are affixed to a wall of a building;	**Acceptable Outcome**	**Complies with Acceptable Outcome**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(a) adversely impact on the visual amenity of the locality; (b) dominate the landscape setting; and (c) create a hazard or distraction to drivers of vehicles on the transport network. ***Note** - use of nationally recognised standards will be considered necessary in assessing compliance with this outcome.*	(c) is located a maximum of 15m above ground level; (d) does not exceed a face area of $8m^2$; (e) does not move, spin or rotate; (f) does not involve a beacon of light, or a revolving or flashing light; and (g) does not project beyond the boundary of the site.		Signage associated with the development will adhere to the requirements outlined in AO23.1.
Reconfiguration of a Lot – boundary realignment only			
PO24 The arrangement, size and frontages of lots approved within the SRAIP are of an appropriate size, dimension and configuration to accommodate land uses consistent with the purpose and overall outcomes of the precinct, and consistent with the SRAIP intensity and lot and road layout.	**AO24.1** The Allotment layout is consistent with the Plan of Development in Map 2.	**Acceptable Outcome**	**Complies with Acceptable Outcome** The allotment layout of the proposed reconfiguration is consistent with Map 2 (Plan of Development) within the SRAIP Development Plan.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO25 Lots adjacent to the Cunningham Highway: (a) are configured to not obtain direct access to/from the highway; and (b) provide safe and efficient access to the *SRAIP* internal road network for vehicles and pedestrians.	**AO25.1** Lots are configured to: (a) prevent driveway access to/from the Cunningham Highway; and (b) allow driveway access and crossovers to be constructed in accordance with **Planning Scheme Policy 1 - Infrastructure Design** of the planning scheme (c) Provide easement access where not providing public road frontage.	**Acceptable Outcome**	**Complies with Acceptable Outcome** The proposed allotment layout prevents driveway access to/from the Cunningham Highway and consolidates access to a single intersection to the state controlled road network. Driveway access and crossovers to be constructed in accordance with relevant Australian Standards as the internal access road is held in private title. Easement access is proposed to establish the internal private roads within the industry precinct and access roads through the rural precinct.
PO26 Reconfiguring a lot in all precincts,	**AO26.1** A boundary realignment:	**Acceptable Outcome**	**Complies with Acceptable Outcome**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
which involves the realignment of a boundary, provides for: (a) an improved lot configuration that better meets the intended outcomes of the precinct; or (b) the correction of a boundary encroachment by existing development; (c) safe and efficient access to the road for vehicles and pedestrians; and; (d) all lots are provided with essential services and public utilities, including sewerage, water, electricity and communication services	(a) results in lots that have a usable shape that comply with the minimum lot size for the precinct in Table 8 - Minimum Lot Size and Design for SRAIP Development; (b) results in lots with a regular shape and boundaries where practicable; (c) allows for the uses intended in the precinct; (d) does not detrimentally impact on infrastructure and essential services; (e) provides for all activities associated with the use on the lot to be located wholly within the lot; and (f) provides for all lots to have a legal, practical access to a constructed road.		Although not specifically a boundary realignment, all phases and sub-stages of the proposed reconfiguration result in allotments that comply with the minimum Lot Size and Design for SRAIP Development (Map 2 of the SRAIP Development Plan). This allows for the uses intended in the precinct to be established and provides all lots to have a legal, practical access to a constructed road.
	AO26.2 Infrastructure: (a) ensures buildings, structures and waste disposal areas are not located across a boundary; (b) does not result in an adverse drainage impact on upstream and downstream properties; (c) results in existing buildings and structures complying with minimum setback requirements;	**Acceptable Outcome**	**Complies with Acceptable Outcome** Although not specifically a boundary realignment, all phases and sub-stages of the proposed reconfiguration ensure buildings, structures and waste disposal are

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(d) is consistent with any existing approvals attached to the land; (e) ensures all lots are serviced by infrastructure expected in the precinct; and (f) does not restrict the lawful use of a lot.		not located across a boundary and does not result in adverse drainage impacts on upstream and downstream properties. (Refer to Appendix B.4 for Integrated Water Management Plan). The reconfiguration is consistent with existing approvals attached to the land (existing high impact industries Lot 1 on RP216694, Lot 2 on SP192221 and Lot 4 on SP192221), and ensures all lots are services by necessary infrastructure (refer Appendix B.2 – Preliminary Engineering Report). The reconfiguration allows for compliance with minimum setback requirements and ensures all lots

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			are serviced by infrastructure expected in the precinct.
Reconfiguring a Lot involving the Creation of an Easement Only			
PO27 Development which involves the creation of an easement: (a) does not result in existing development contravening the Planning Scheme; (b) does not impact on infrastructure and essential services; (c) does not impact upon any existing approvals attached to the land; (d) enables access to infrastructure; and (e) provides for a safe and efficient access point for vehicles and pedestrians.	**AO27.1** Access easements are positioned to allow any associated driveway access and crossover to be constructed in accordance with **Planning Scheme Policy 1 - Infrastructure Design** of the planning scheme.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Access easements associated with the staged reconfiguration are positioned to allow driveway access and crossovers to be constructed in accordance with relevant Australian Standards and requirements stipulated by the Department of Transport and Main Roads in relation to accessing the intersection with the Cunningham Highway.
	AO27.2 Access easements are designed and located to avoid existing infrastructure and essential services, including sewerage, water, electricity and communication services.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Proposed access easements are designed and located to avoid

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			interference with existing water, electricity and communications services.
	AO27.3 Access easements do not: (a) contravene any development approval applying to the site; and (b) result in existing development contravening the Planning Scheme.	**Acceptable Outcome**	**Complies with Acceptable Outcome** The proposed access easements do not contravene any development approval applying to the site or results on existing development contravening the Planning Scheme.
	AO27.4 Minimum widths for access easements are in accordance with Table 8 - Minimum Lot Size and Design for SRAIP Development.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Access easements proposed as part of the staged subdivision proposal comply with Table 8.
PO28 Infrastructure easements accommodate infrastructure.	**AO28.1** Easements accommodate infrastructure networks across the SRAIP *Plan area*, including infrastructure defined as minor *Utility installation* infrastructure.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Access easements proposed as part of the staged subdivision

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			proposal accommodate infrastructure networks across the plan area (i.e. water supply, waste water reticulation, recycled water reticulation, stormwater and electricity).

2 MINIMUM LOT SIZE AND DESIGN FOR SRAIP DEVELOPMENT

Table 8. Minimum lot size and design for SRAIP development

Precinct	Minimum Lot Size	Minimum Width of Access Easements (Metres)	Minimum Lot Frontage (Metres) to a *Private Road*	Minimum Width of Access for Rear Lots (Metres)
SRAIP Industry Precinct	6,000m^2	8	50	Not permitted
SRAIP Rural Precinct	15ha	10	-	10

APPENDIX B SCENIC RIM PLANNING SCHEME CODE RESPONSES (ROL)

1 RECONFIGURING A LOT CODE

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Table 9.4.6.3.1— Assessable Development			
Boundary Realignment Only			
PO1 Reconfiguring a lot in all zones, which involves the realignment of a boundary, provides for: (1) an improved lot configuration that better meets the intended outcomes of the zone and enhances the protection of environmental values; or (2) the correction of a boundary encroachment by existing development or an existing situation where a lot has multiple zonings.	**AO1** A boundary realignment: (1) results in lots that have a usable shape; (2) results in lots with a regular shape and boundaries where practicable; (3) allows for the uses intended in the zone; (4) achieves character and built form outcomes for future development applicable to the relevant zone; (5) does not detrimentally impact on infrastructure and essential services; (6) provides for all activities associated with the use on the lot to be located wholly within the lot; (7) provides for all lots to have a frontage to a road reserve and have a legal, practical access to a constructed road; (8) ensures buildings, structures and waste disposal areas are not located across a boundary; (9) does not result in an adverse drainage impact on upstream and downstream properties; (10) does not result in soil movement and silt loads entering drainage lines and watercourses as a result of future development;	**N/A**	**Not Applicable** The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the SRAIP Development Plan. Boundary realignments that may be needed in the future are subject to code assessment in accordance with the SRAIP Development Plan.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(11) results in existing buildings and structures complying with minimum setback requirements; (12) is consistent with any existing approvals attached to the land; (13) does not result in existing development contravening the Planning Scheme; (14) ensures that any buffers associated with a use is included in the same lot as the uses; (15) ensures all lots are serviced by infrastructure expected in the zone; and (16) does not restrict the lawful use of a lot.		
PO2 Reconfiguring a lot involving a boundary realignment in the Rural Zone must share a common boundary and provides for lots that: (1) sustain or significantly enhance the productive capacity of the land for agriculture; (2) do not create conflict between rural activities and residential activities; (3) do not result in a potential to create additional lots; and (4) do not result in a rural residential development pattern.	**AO2.1** Development involving a boundary realignment in the Rural Zone results in lots that comply with Table 9.4.6.3.2 - Minimum Lot Size and Design. **OR** Development involving a boundary realignment in the Rural Zone that does not comply with Table 9.4.6.3.2 - Minimum Lot Size and Design: (1) does not result in a change in area of any lot that exceeds 10%; and (2) does not result in lots that have the potential for a net increase in the number of lots in the Rural Zone.	**N/A**	**Not Applicable** The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the SRAIP Development Plan. Boundary realignments that may be needed in the future are subject to code assessment in accordance with the SRAIP Development Plan.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	AO2.2 Lots reconfigured as part of a boundary realignment in the Rural Zone: (1) share a common boundary; (2) do not create lots that are configured in a rural residential development pattern; (3) do not fragment land used for agricultural production; (4) do not result in the creation of a new lot divided by a road reserve; (5) do not create impractical situations for landowners in terms of access arrangements and future uses; and (6) do not involve the use of a lot originally intended to accommodate infrastructure, e.g. disused road reserve or transport infrastructure, water supply infrastructure.	**N/A**	
PO3 Boundary realignment and associated operational work is designed to minimise the need for earthworks, retaining walls and batters.	**AO3** No acceptable outcome is prescribed.	**N/A**	**Not Applicable** The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the Impact Assessment Report. Boundary realignments that may be needed in the future are subject to code assessment in accordance with the SRAIP Development Plan. Any future works will be designed to minimise the need for earthworks, retaining walls and batters.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO4 Development provides that existing constructed roads and their relevant road reserves are appropriately aligned.	**AO4** Development achieves the correct alignment of existing constructed roads and their relevant road reserves.	**Acceptable Outcome**	**Complies with Acceptable Outcome** All development to occur on the SRAIP will achieve the correct alignment of existing constructed roads and their relevant road reserves.
PO5 All lots are provided with essential services and public utilities, including sewerage, water, electricity and communication services that are designed and located to: (1) meet the needs of users; (2) enhance the health, safety and convenience of the community; (3) be cost effective over their life cycle; (4) minimise adverse impacts to the environment (including the visual amenity of the local area); (5) minimise risk of failure or damage during a natural hazard event; and (6) support connection to fibre telecommunication infrastructure, for greenfield residential areas.	**AO5.1** All lots: (1) where located in a zone other than the Rural Zone and Conservation Zone, are: (a) connected to the reticulated electricity supply; or (b) able to directly connect to a reticulated electricity supply. (2) where located in the Rural Zone, are: (a) connected to the reticulated electricity supply; or (b) able to directly connect to a reticulated electricity supply; or (c) connected to an alternative electricity supply where a reticulated electricity supply is located greater than 500 metres of a mains supply (11kV). ***Note*** *- "directly connect" includes the ability to connect to a reticulated supply, available on a road way or lot adjoining the subject lot, without further extension to the reticulated supply network.*	**Performance Outcome**	**Complies with Performance Outcome** All relevant lots contained in the SRAIP will be connected to the reticulated energy supply and communications. This will enable green electricity produced by the AD Facility to be sold into the local grid, but also provide businesses who establish in the SRAIP choice as to where they get their power from.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	AO5.2 All lots: (1) are connected to the reticulated water supply or reticulated sewerage where it is available; or (2) where located outside reticulated water supply or reticulated sewerage areas, demonstrates that water supply and sewerage disposal can be facilitated for on-site. ***Note*** *- Queensland Urban Utilities (QUU) is responsible for delivering reticulated water supply and reticulated sewerage services in the Scenic Rim Region. Refer to QUU's website www.urbanutilities.com.au for further information regarding reticulated water supply or reticulated sewerage availability.*	**Acceptable Outcome**	**Complies with AO5.2** The SRAIP is located outside of the reticulated water supply and reticulated sewerage areas. As per the Impact Assessment Report the proponent has obtained it's own water supply for the precinct (371 ML per year) which is sufficient to establish the industrial uses proposed within the precinct. Similarly, the proponent will construct a water treatment and sewage treatment plant on Lot 17 of the subdivision. This will ensure water is able to be distributed to the required volume and quality. The proposal will enable process water to be recycled and sewerage to be treated before being disposed of in the effluent irrigation area.
	AO5.3 All lots can be serviced by communication services.	**Acceptable Outcome**	**Complies with Acceptable Outcome** All lots on the SRAIP will be serviced by communication services connecting into existing infrastructure.
PO6 A boundary realignment provides safe and efficient access to the road for vehicles and pedestrians.	**AO6** Lots configured as part of a boundary realignment allow any associated driveway access and crossover to be constructed in accordance with Local Laws or Planning Scheme Policy 1 - Infrastructure Design.	**N/A**	**Not Applicable** The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the SRAIP Development Plan. Boundary realignments that may be needed in the future are subject to code assessment in accordance with the SRAIP Development Plan.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Reverse Amenity			
PO7 Development involving sensitive land uses in close proximity to existing lawful land uses with potential for off-site noise, dust, odour and other emissions, are located and designed to: (1) not impede the operation of the existing lawful land use; and (2) mitigate the potential for any amenity impacts and do not impede the operation of existing lawful land uses. ***Editor's Note*** *- Development design principles may include;* *(1) locating open space and roadways to increase separation distances;* *(2) use of dense landscaping as a visual and particulate barrier;* *(3) reducing residential densities adjacent impacting sites;* *(4) building design, including air conditioning; and* *(5) providing barriers to impacting sites.*	**AO7** No Acceptable Outcome is prescribed.	**Performance Outcome**	**Complies with Performance Outcome** The location of the SRAIP development footprint is such that many potential impacts associated with the SRAIP are avoided through physical separation from areas of notable ecological value within the site. The SRAIP focuses on areas of existing and historical disturbance, thereby preserving the more intact habitats in the north western portion of the site. The applicable mitigations are detailed in the RDIAR namely the suite of documents at Appendix E. Specific mitigations for the AD Facility, Composting activity and STP are provided in Appendices C.1, C.2 and C.3 respectively.
Rear Lots			
PO8 A boundary realignment involving the creation of rear lots are limited and are only considered where such lots: (1) maintain the character and amenity requirements outlined in the zone; (2) do not result in negative amenity impacts for adjoining lots; (3) protect the safety of pedestrians and cyclists by ensuring that driveway access to the road	**AO8.1** Only one rear lot is created behind a full frontage lot.	**N/A**	**Not Applicable** The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the SRAIP Development Plan. Boundary realignments that may be needed in the future are subject to code assessment in accordance with the SRAIP Development Plan.
	AO8.2	**N/A**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
frontage are designed to maintain visibility to the verge; (4) provide an adequate internal manoeuvring area for vehicles for safe entry and exit from the lot in forward gear; and (5) allow sufficient street frontage for waste collection.	The rear lot has a width not less than the lot it is positioned behind.		The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the SRAIP Development Plan. Boundary realignments that may be needed in the future are subject to code assessment in accordance with the SRAIP Development Plan.
	AO8.3 The access to the rear lot is located along a side boundary of the subject site.	**N/A**	**Not Applicable** The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the SRAIP Development Plan. Boundary realignments that may be needed in the future are subject to code assessment in accordance with the SRAIP Development Plan.
	AO8.4 Minimum widths for access strips and easements are in accordance with Table 9.4.6.3.2 - Minimum Lot Size and Design.	**N/A**	**Not Applicable** The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the SRAIP Development Plan. Boundary realignments that may be needed in the future are subject to code assessment in accordance with the SRAIP Development Plan.
	AO8.5 Vehicles entering the rear lot have sufficient space to manoeuvre and to enter and leave the lot in a forward direction.	**N/A**	**Not Applicable** The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the SRAIP Development Plan. Boundary realignments that may be needed in the future

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			are subject to code assessment in accordance with the SRAIP Development Plan.
	AO8.6 Where in a residential zone, the rear lot is created for a Dwelling house.	**N/A**	**Not Applicable** The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the SRAIP Development Plan. Boundary realignments that may be needed in the future are subject to code assessment in accordance with the SRAIP Development Plan.
	AO8.7 The rear lot has a dedicated building envelope which: (1) achieves setback requirements outlined under the relevant zone code; and (2) is not located in the access strip or easement area.	**N/A**	**Not Applicable** The proposed SRAIP subdivision does not involve boundary realignment. Proposed reconfiguration will be limited to 16 Industrial Lots, 2 Rural lots, a volumetric lot, and an access easement as per the SRAIP Development Plan. Boundary realignments that may be needed in the future are subject to code assessment in accordance with the SRAIP Development Plan.
Building Envelopes for Constrained Land and Rear Lots			
PO9 Development ensures that a building envelope is provided when part of an allotment is constrained or when creating a rear lot.	**AO9.1** A building envelope is provided on lots where: (1) part or all of the lot is affected by a constraint that is not suitable for development (excludes public and community land); or (2) involving the creation of a rear lot.	**N/A**	**Not Applicable** The proposed development does not propose building envelopes.
	AO9.2 A building envelope is designed and located to: (1) avoid constrained land; and	**N/A**	**Not Applicable** The proposed development does not propose building envelopes.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(2) avoid access strips and easement areas.		
Reconfiguring a Lot involving the Creation of an Access Easement Only			
PO10 Development which involves the creation of an access easement: (1) does not result in existing development contravening the Planning Scheme; (2) does not impact on infrastructure and essential services; (3) does not impact upon any existing approvals attached to the land; and (4) provides for a safe and efficient access point for vehicles and pedestrians.	**AO10.1** Access easements are positioned to allow any associated driveway access and crossover to be constructed in accordance with Local Laws or Planning Scheme Policy 1 - Infrastructure Design.	**Performance Outcome**	**Complies with Performance Outcome** Access easements will be positioned to allow any associated driveway access and crossover to be constructed in compliance with relevant Australian Standards. Crossovers within the precinct do not cross council owned infrastructure.
	AO10.2 Access easements are designed and located to avoid existing infrastructure and essential services, including sewerage, water, electricity and communication services.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Access easements on site will be designed to avoid already existing infrastructure where possible including sewerage, water, electricity, and communication services.
	AO10.3 Access easements do not: (1) contravene any development approval applying to the site; and (2) result in existing development contravening the Planning Scheme.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Access easements proposed for the SRAIP will not contravene development approval regarding the site and will result in already existing development contravening the Scenic Rim Planning Scheme.
	AO10.4 Minimum widths for access easements are in accordance with Table 9.4.6.3.2 - Minimum Lot Size and Design.	**Performance Outcome**	**Complies with Performance Outcome** Minimum widths are designed as per the SRAIP Development Plan and as indicated on the associated subdivision plans contained as part of the IAR.
All Other Reconfiguring a Lot (Excluding Boundary Realignment and Creation of Access Easement)			
Lot Design			

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO11 Reconfiguring a lot: (1) results in lots that have a usable shape suitable for the lots intended purpose and use; (2) results in lots with a regular shape and boundaries where practicable; (3) allows for the uses listed in the table of consistent uses and potentially consistent uses in the zone; (4) achieves character and built form outcomes applicable to the relevant Zone; (5) provides for all activities associated with the use on the lot to be located wholly within the lot; (6) does not contravene any existing approvals attached to the land; and (7) does not result in existing development contravening the Planning Scheme.	**AO11.1** Development creates lots that comply with Table 9.4.6.3.2 - Minimum Lot Size and Design.	**N/A**	**Not Applicable** The SRAIP subdivision and proposed development code creates / will create lots within the SRAIP which are in keeping with an agricultural industrial precinct. Subdivision in this instance is regulated by the SRAIP Development Code and associated subdivision plans provided in the IAR.
	AO11.2 Development ensures lot size and dimensions are sufficient to: (1) retain consistency with any existing approvals attached to the land; (2) provides for all activities associated with a use on the lot to be located wholly within a single lot; (3) accommodate existing development in a way that does not contravene the requirements of the Planning Scheme; (4) accommodate intended or likely structures, including the provision of level building pads and any associated retaining walls; and (5) achieves character and built form outcomes for future development applicable to the relevant Zone.		**Not Applicable** The SRAIP subdivision and proposed development code creates / will create lots within the SRAIP which are in keeping with an agricultural industrial precinct. Subdivision in this instance is regulated by the SRAIP Development Code and associated subdivision plans provided in the IAR.
	AO11.3 Development ensures that any buffers associated with a use is included in the same lot as the use.	**N/A**	**Not Applicable** The SRAIP subdivision and proposed development code creates / will create lots within the SRAIP which are in keeping with an agricultural industrial precinct. Subdivision in this instance is regulated by the SRAIP Development

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			Code and associated subdivision plans provided in the IAR.
PO12 Lot configuration provides safe and efficient access to the road for vehicles and pedestrians.	**AO12** All lots are configured to allow any associated driveway access and crossover to be constructed in accordance with Local Laws or Planning Scheme Policy 1 - Infrastructure Design.	**N/A**	**Not Applicable** The SRAIP subdivision and proposed development code creates / will create lots within the SRAIP which are in keeping with an agricultural industrial precinct. Subdivision in this instance is regulated by the SRAIP Development Code and associated subdivision plans provided in the IAR. Driveways and access in the SRAIP project will not cross Council owned infrastructure. In this instance, crossovers will be constructed in accordance with relevant Australian Standards.
Earthworks and Retaining Walls			
PO13 Reconfiguring a lot and associated operational work is designed to minimise the need for earthworks, retaining walls and batters.	**AO13** No acceptable outcome is prescribed.	**Performance Outcome**	**Complies with Performance Outcome** Earthworks and retaining walls proposed as part of this application have been designed to minimise retaining and batters where possible.
PO14 Where unavoidable, development ensures that batter slopes and retaining walls: (1) do not encroach onto, or impact upon, an adjoining property or public place; and (2) are located wholly within the lot receiving the benefit of the structure.	**AO14** Development provides that batter slopes and retaining walls: (1) are not located within existing or proposed road reserves or other public purpose land; (2) must not encroach onto any adjoining property or public place; (3) are setback a minimum distance of 0.6 metres from a boundary (including both the top and toe of a retaining wall or batter slope);	**Acceptable Outcome**	**Complies with AO14** The earthworks and retaining wall scenario for the SRAIP is a whole of site solution but will ensure that lots will drain to the street or dedicated drainage channels and will not impose loading on any adjoining structures, including underground utility services. Batter slopes and retaining walls will not be located within existing road reserves, do no not encroach on to adjoining property, will be setback 0.6 meters from boundaries, will drain and discharge to legal points of discharge and

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(4) must drain discharge to the street or other legal point of discharge; and (5) do not impose loading on any adjoining structures, including underground utility services.		will be designed to ensure they do not impose loading on any adjoining structures including utility services.
Lot Mix and Diversity			
PO15 Residential subdivisions creating 10 or more lots vary lot sizes to facilitate a diverse mix of lot sizes and housing types.	**AO15** No acceptable outcome is prescribed.	**N/A**	**Not Applicable** The SRAIP is not a residential subdivision.
PO16 Industrial subdivisions creating 5 or more lots vary lot sizes to facilitate a diverse mix of lot sizes.	**AO16** No acceptable outcome is prescribed.	**Performance outcome**	**Complies with Performance Outcome** A mix of lot sizes is proposed within the SRAIP to accommodate for a range of industrial uses.
PO17 Smaller lots are: (1) distributed amongst larger lots to avoid a concentration of small lot housing; (2) located within close proximity to public open space.	**AO17.1** Where proposed as part of larger residential subdivisions, lots below 600m^2 do not make up more than 15% of the total number of lots.	**N/A**	**Not Applicable** The SRAIP is not a residential subdivision.
	AO17.2 Lots below 500m^2 are located within 300m of existing or proposed public open space.	**N/A**	**Not Applicable** The SRAIP subdivision is regulated through the SRAIP Development Code and associated plans submitted at part of the IAR for the Project.
Infrastructure and Services			

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO18 New lots are provided with essential services and public utilities, including sewerage, water, electricity and communication services that are designed and located to: (1) meet the needs of users; (2) enhance the health, safety and convenience of the community; (3) be cost effective over their life cycle; (4) minimise adverse impacts to the environment (including the visual amenity of the local area); (5) minimise risk of failure or damage during a natural hazard event; and (6) support connection to fibre telecommunication infrastructure in greenfield residential areas.	**AO18.1** All lots: (1) where located in a zone other than the Rural Zone and Conservation Zone, are: (a) connected to the reticulated electricity supply; or (b) able to directly connect to a reticulated electricity supply. (2) where located in the Rural Zone, are: (a) connected to the reticulated electricity supply; or (b) able to directly connect to a reticulated electricity supply; or (c) connected to an alternative electricity supply where a reticulated electricity supply is located greater than 500 metres of a mains supply (11kV). ***Note*** *- "directly connect" includes the ability to connect to a reticulated supply, available on a road way or lot adjoining the subject lot, without further extension to the reticulate supply network*.	**Performance Outcome**	**Complies with AO5.01** All relevant lots contained in the SRAIP will be connected to the reticulated energy supply. This will enable green electricity produced by the AD Facility to be sold into the local grid, but also provide businesses who establish in the SRAIP choice as to where they get their power from.
	AO18.2 Electricity supply and communication infrastructure are provided underground, where development involves the creation of more than 5 lots or 5 dwellings or 5 tenancies, except in the Rural Zone.	**N/A**	**Not Applicable** The SRAIP is located within the Rural Zone. Notwithstanding this, electricity supply and communications infrastructure is proposed to be located underground.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	AO18.3 Where located in greenfield areas, development is designed to support connection to communications infrastructure.	**N/A**	**Not Applicable** The SRAIP is not located in a greenfield area with communications provided to existing industrial buildings on site.
	AO18.4 All lots: (1) are connected to the reticulated water supply or reticulated sewerage infrastructure where it is available; or (2) where located outside reticulated water supply or reticulated sewerage areas, demonstrates that water supply and sewerage disposal can be facilitated on-site. ***Note*** *- Queensland Urban Utilities (QUU) is responsible for delivering reticulated water supply and reticulated sewerage services in the Scenic Rim Region. Refer to QUU's website www.urbanutilities.com.au for further information regarding reticulated water supply or reticulated sewerage availability.*	**Acceptable solution**	**Complies with AO5.2** The SRAIP is located outside of the reticulated water supply and reticulated sewerage areas. As per the Impact Assessment Report the proponent has obtained its own water supply for the precinct (371 ML per year) which is sufficient to establish the industrial uses proposed within the precinct. Similarly, the proponent will construct a water treatment and sewage treatment plant on Lot 17 of the subdivision. This will ensure water is able to be distributed to the required volume and quality. The proposal will enable process water to be recycled and sewerage to be treated before being disposed of in the effluent irrigation area. Refer to Appendix B for relevant reports concerning the Water Supply and STP operations.
	AO18.5 Any public infrastructure provided has a minimum 20-year design life.	**N/A**	**Not Applicable** The proposal does not involve public infrastructure. Notwithstanding this, utility infrastructure proposed will be designed to achieve the longest design-life possible.
PO19 New lots requiring the on-site treatment and disposal of wastewater demonstrate a disposal	**AO19** For lots requiring the on-site treatment and disposal of wastewater, a Waste	**Acceptable Outcome**	**Complies with Acceptable Outcome** Proposed Lot 17 is intended to provide an STP to service the SRAIP. The STP will be fully enclosed

Performance Outcomes	Acceptable Outcomes	Solution	Comments
area can be accommodated wholly within a lot and designed to: (1) avoid adverse environmental or human health impacts; and (2) provide sufficient separation between waste water disposal areas from adjoining property boundaries and nearby watercourses.	water Disposal Plan, prepared by a suitably qualified person, is submitted demonstrating that the lots: (1) can accommodate an area for disposal; and (2) are of a sufficient size and design to allow for the required separation distances of the disposal area from: (a) adjoining property boundaries; (b) adjacent wastewater systems; (c) nearby watercourses; (d) inappropriate soil types; and (e) other general site constraints that would inhibit the disposal of waste water to an acceptable environmental and health standard. ***Note** - The Waste water Disposal Plan shall demonstrate the type, size and location of the effluent disposal and dispersal area, the extent of vegetation clearing that is required to achieve the disposal and dispersal area, and the extent of earthworks required to achieve the effluent disposal.*		and has been appropriately distanced from potential sensitive receptors. The irrigation system will distribute effluent above ground via coarse droplet irrigation methods that minimise aerosols on Lot 18 (rural lot). Wastewater disposal is detailed within the Onsite Wastewater Management Report (Appendix B.6 of the IAR).
Reverse Amenity			
PO20 Development involving sensitive land uses in close proximity to existing lawful land uses with potential for off-site noise, dust, odour and other emissions, are located and designed to:	**AO20** No Acceptable Outcome is prescribed.	**N/A**	**Not Applicable** Sensitive land uses are not proposed.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(1) not impede the operation of the existing lawful land use; and (2) mitigate the potential for any amenity impacts and do not impede the operation of existing lawful land uses. ***Editor's Note*** *- Development design principles may include;* *(1) locating open space and roadways to increase separation distances;* *(2) use of dense landscaping as a visual and particulate barrier;* *(3) reducing residential densities adjacent impacting sites;* *(4) building design, including air conditioning; and* *(5) providing barriers to impacting sites.*			
Rear Lots			
PO21 The creation of rear lots are limited and are only considered where such lots: (1) maintain the character and amenity requirements outlined in the zone; (2) do not result in negative amenity impacts for adjoining lots; (3) protect the safety of pedestrians and cyclists by ensuring that driveway access to the road frontage are designed to maintain visibility to the verge;	**AO21.1** Only one rear lot is created behind a full frontage lot.	**N/A**	**Not Applicable** Rear industrial lots are not proposed. All lots are accessed via private access roads within the SRAIP.
	AO21.2 The rear lot has a width not less than the lot it is positioned behind.	**N/A**	**Not Applicable** Rear industrial lots are not proposed. All lots are accessed via private access roads within the SRAIP.
	AO21.3 The access to the rear lot is located along a side boundary of the subject site.	**N/A**	**Not Applicable** Rear industrial lots are not proposed. All lots are accessed via private access roads within the SRAIP.
	AO21.4	**N/A**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(4) provide an adequate internal manoeuvring area for vehicles for safe entry and exit from the lot in forward gear; and (5) allow sufficient street frontage for waste collection.	Minimum widths for access strips and easements are in accordance with Table 9.4.6.3.2 - Minimum Lot Size and Design.		Rear industrial lots are not proposed. All lots are accessed via private access roads within the SRAIP.
	AO21.5 Vehicles entering the rear lot have sufficient space to manoeuvre and to enter and leave the lot in a forward direction.	**N/A**	**Not Applicable** Rear lots are not proposed. All lots are accessed via private access roads within the SRAIP.
	AO21.6 Where in a residential zone, the rear lot is created for a Dwelling house.	**N/A**	**Not Applicable** Rear lots are not proposed. All lots are accessed via private access roads within the SRAIP.
	AO21.7 The rear lot has a dedicated building envelope which: (1) achieves setback requirements outlined under the relevant zone code; and (2) is not located in the access strip or easement area.	**N/A**	**Not Applicable** Rear lots are not proposed. All lots are accessed via private access roads within the SRAIP.
Master Planning Requirements			
PO22 Master planning is undertaken for reconfiguring a lot where the total potential site yield is 25 or more lots. The master plan (which is to address the whole site) provides for: (1) best practice site planning, development layout, and building design; (2) an efficient and affordable infrastructure network;	**AO22** No acceptable outcome is prescribed. ***Note*** *- To demonstrate compliance with this outcome, a master plan is prepared in accordance with Planning Scheme Policy 3 - Preparing Master Plans for Development Applications.*	**N/A**	**Not Applicable** The SRAIP will not accommodate more than 25 lots. Notwithstanding this, the SRAIP is undergoing assessment through a coordinated project evaluation process which has considered the IAR and proposed SRAIP Development Plan in conjunction with Planning Group, DES and Council.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(3) the sequencing and orderly staging of development; (4) neighbourhoods that respond to natural features such as topography, waterway corridors and significant vegetation; (5) the incorporation of best practice water sensitive urban design principles; (6) identification of distinct areas for specific uses or activities and intended treatments to minimise conflict between different uses; (7) mitigation of conflict with potentially incompatible uses (e.g. commercial/residential); (8) a safe, attractive and integrated street network based on the grid street pattern that maximises permeability, legibility, accessibility and street tree plantings; (9) the integration with adjoining urban areas in the locality; (10) residential development (where consistent with the intent of the zone) where: (a) the siting of dwellings takes advantage of local micro-climate benefits to promote the construction of energy efficient buildings and adequate solar access; (b) a wide range of housing types, densities and lot sizes are provided; and (c) smaller lots adjacent to areas of open space, community and recreation facilities are provided; and (11) development that has the appearance of a modern country town, not suburbia and incorporates attractive and diverse facades			

Performance Outcomes	Acceptable Outcomes	Solution	Comments
that address street frontages and public and communal open space. ***Note** - Total potential site yield is the total number of lots that could be obtained on a site and is calculated using the minimum lot size requirements. A site that could ultimately achieve 100 lots but involves an application for a first stage of 20 lots is still required to submit a Master Plan as the total potential site yield is above 25 (i.e. total potential site yield is 100 in this instance).*			
PO23 Staging of subdivision ensures that access to open space and community facilities is integrated and commensurate with community need.	**AO23** No acceptable outcome is prescribed.	**N/A**	**Not Applicable** The SRAIP will not accommodate more than 25 lots. Notwithstanding this, the project does not impact access to open space or community facilities.
Open Space			
PO24 Development contributes to the public open space network which: (1) caters for a range of recreation settings and necessary facilities to meet the needs of the community; (2) offers opportunities for residents to conveniently participate in passive recreational activities; (3) delivers well distributed public open space that contributes to the legibility, accessibility, safety, and character of the development; (4) creates safe and attractive settings and focal points;	**AO24.1** Open space is designed embellished and constructed in accordance with the requirements of Planning Scheme Policy 1 - Infrastructure Design.	**N/A**	**Not Applicable** Open space is not proposed and is deemed incompatible with the uses proposed.
	AO24.2 Recreation and sporting parklands and land for community facilities are designed and provided in accordance with the Local Government Infrastructure Plan.	**N/A**	**Not Applicable** Recreation and sporting parklands are not proposed and are deemed incompatible with the uses proposed.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(5) facilitates casual surveillance from adjacent streets and land uses and provides for open space areas with public road frontages; (6) caters for stormwater and flood management and care of valuable environmental resources; and (7) is cost effective to maintain.			
Building Envelopes for Constrained Land and Rear Lots			
PO25 Development ensures that a building envelope is provided when part of an allotment is constrained or when creating a rear lot.	**AO25.1** A building envelope is provided on lots where: (1) part or all of the lot is affected by a constraint that is not suitable for development (excludes public and community land); or (2) involving the creation of a rear lot.	**N/A**	**Not Applicable** Building envelopes or rear lots are not proposed.
	AO25.2 A building envelope is designed and located to: (1) avoid constrained land; and (2) avoid access strips and easement areas.	**N/A**	**Not Applicable** Building envelopes or rear lots are not proposed.
Street Network and Design			
PO26 An overall street network is provided which: (1) is designed to be responsive to the natural contours of the land; (2) prioritises pedestrians and cycling over motor vehicles; (3) establishes a connected and legible network;	**AO26** Streets are designed to: (1) comply with design standards in Planning Scheme Policy 1 - Infrastructure Design; (2) minimise earthworks, retaining walls and batters;	**Performance Outcome**	**Complies with Performance Outcome** The subdivision proposes access easements to provide internal road connections to all new lots. The proposed roads will generally achieve compliance with PSP1 to the extent the proposal is a self-contained Industrial Precinct. The street network will minimise earthworks, establishing a

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(4) has a clear hierarchy and conforms with the overall Local Government system; (5) provides a high level of internal accessibility and high-quality external connections for pedestrians and cyclists; (6) provides appropriate external connections for vehicles; (7) creates safe conditions for pedestrians, cyclists and vehicles for both day and night-time usage; (8) caters for the extension of existing or future public transport routes to provide services that are convenient and accessible for all the community; (9) facilitates safe and efficient access for service vehicles; (10) facilitates connections for future development, minimising travel distances; and (11) does not compromise future development to achieve the outcomes listed above.	(3) establish a safe, walkable and permeable street network that provides efficient pedestrian and cycle access to commercial, public transport, parks and community service areas; (4) provide street trees in accordance with Planning Scheme Policy 1 - Infrastructure Design; (5) provide for the safe crossing of pedestrians and cyclists at intersections and long roads; (6) have paths that link to existing paths, road crossings, parks and public transport facilities, and designed in accordance with Planning Scheme Policy 1 - Infrastructure Design; (7) provide street lighting in accordance with Planning Scheme Policy 1 - Infrastructure Design; (8) accommodate service vehicle requirements; and (9) provide for future extensions to the street network.		safe and walkable street network, providing safe crossings for pedestrians that link to key areas of infrastructure and transport facilities such as carparks, providing efficient street lighting, accommodate service vehicles and allow for future extensions to occur.
Streetscape			
PO27 Development contributes to an attractive streetscape that is consistent with the desired local character.	**AO27** Streetscapes are designed to comply with design standards in Planning Scheme Policy 1 - Infrastructure Design and include: (1) landscape planting; (2) street furniture; and	**Performance Outcome**	**Complies with Performance Outcome** Streetscapes will be designed to generally comply with the design standards in PSP1. Landscape planting, street furniture and enhancement of significant local features. Proposed landscaping is further explained in Appendix B.11 – Landscape

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(3) enhancement of significant local features.		Design Intent focused on minimising the scale and screening of industrial buildings.

Table 9.4.6.3.2 - Minimum Lot Size and Design				
Zone	**Minimum Lot Size**	**Minimum Width of Access Easements (Metres)**	**Minimum Lot Frontage (Metres) to a Constructed Road**	**Minimum Width of Access for Rear Lots (Metres)**
Community Facilities Zone	Lot size and dimensions are appropriate to accommodate the proposed use and gives consideration to the values and constraints affecting the land.	5	-	-
Conservation Zone	No additional lots created.	-	-	-
District Centre Zone	Lot size and dimensions are appropriate to accommodate the proposed use and gives consideration to the values and constraints affecting the land.	5	-	-
Industry Zone	2,000m^2	8	-	-
Limited Development Zone - Flood Land Precinct	No additional lots created.	-	-	-
Limited Development Zone - Historical Subdivision Precinct	No additional lots created.	10	-	10
Local Centre Zone	Lot size and dimensions are appropriate to accommodate the proposed use and give consideration to the values and constraints affecting the land.	5	-	-
Low Density Residential Zone - Where no precinct applies	(1) Minimum of 600m^2 exclusive of access strip or access easement for rear lots; and (2) Maximum of 1200m^2; and (3) Minimum average lot size not less than 700m$^{2.}$ **Note -** Any lots over 1200m^2 are counted as 1200m^2 when calculating the minimum average lot size of a development.	5	(1) 18 metres for normal lots; (2) 6 metres for cul-de-sac lots; and (3) 22m for corner lots.	5
Low Density Residential Zone - Mountain Residential Precinct	No additional lots created.	-	-	-

Low-medium Density Residential Zone	(1) Minimum 450m^2 exclusive of access strip or access easement for rear lots; and (2) Minimum average lot size not less than 700m^2. **Note -** Any lots over 1000m^2 are counted as 1000m^2 when calculating the minimum average lot size of a development.	5	(1) 18m for lots 600m^2 or greater; (2) 15m for lots less than 600m^2; and (3) 6m for cul-de-sac lot.	5
Major Centre Zone	Lot size and dimensions are appropriate to accommodate the proposed use and gives consideration to the values and constraints affecting the land.	5	-	-
Major Tourism Zone	Lot size and dimensions are appropriate to accommodate the proposed use and gives consideration to the values and constraints affecting the land.	8	-	-
Minor Tourism Zone	No additional lots created.	-	-	-
Mixed Use Zone - Where no precinct applies	Lot size and dimensions are appropriate to accommodate the proposed use and give consideration to the values and constraints affecting the land.	8	-	-
Mixed Use Zone - Commercial Industrial Precinct	(1) Minimum 2,000m^2 where lot a lot is created for an industrial activity; (2) Otherwise, lot size and dimensions are appropriate to accommodate the proposed use and give consideration to the values and constraints affecting the land.	8	-	-
Neighbourhood Centre Zone	Lot size and dimensions are appropriate to accommodate the proposed use and give consideration to the values and constraints affecting the land.	5	-	-
Recreation and Open Space Zone - Where no precinct applies	Lot size and dimensions are appropriate to accommodate the proposed use and gives consideration to the values and constraints affecting the land.	5	-	-
Recreation and Open Space Zone - Passive Recreation Precinct	Lot size and dimensions are appropriate to accommodate the proposed use and gives consideration to the values and constraints affecting the land.	5	-	-
Rural Residential Zone - Where no precinct applies	(1) Minimum 4,000m^2 (exclusive of access handle) where in the 4000m^2 Minimum Area identified on **Minimum Lot Size Overlay Map OM-13;** (2) Otherwise, no additional lots created.	10	40	10
Rural Residential Zone - Rural Residential A Precinct	(1) Minimum 1 ha where in the 1ha Minimum Area identified on **Minimum Lot Size Overlay Map OM-13;** (2) Otherwise, no additional lots created.	10	50	10

Rural Zone (excluding the Rural Protection Escarpment Precinct and Tamborine Mountain Rural Precinct)	(1) Minimum 40ha where in the Rural 40ha Precinct identified on **Minimum Lot Size Overlay Map OM-13**; (2) Minimum 60ha where in the Rural 60ha Precinct identified on **Minimum Lot Size Overlay Map OM-13**; (3) Otherwise,100ha.	10	-	10
Rural Zone – Rural Protection Escarpment Precinct	100ha			
Rural Zone - Tamborine Mountain Rural Precinct	100ha			
Special Purpose Zone - Where no precinct applies	Lot size and dimensions are appropriate to accommodate the proposed use and gives consideration to the values and constraints affecting the land.	-	-	-
Special Purpose Zone - Bromelton State Development Area Precinct	(1) Minimum 4,000m^2 where in the Medium-High Industry Precinct identified on **Minimum Lot Size Overlay Map OM-13**; (2) Minimum 1 ha where in the Rail Dependent Industry Precinct identified on **Minimum Lot Size Overlay Map OM-13**; (3) In the Special Industry Precinct, lot size and dimensions are appropriate to accommodate the proposed use and gives consideration to the values and constraints affecting the land; (4) Otherwise, no additional lots created.	-	-	-
Special Purpose Zone - Bulk Water Storage Facilities Precinct	Lot size and dimensions are appropriate to accommodate the proposed use and gives consideration to the values and constraints affecting the land.	-	-	-
Township Zone - Where no precinct applies	(1) Minimum 1,000m^2 where reticulated sewer is provided; (2) Minimum 4,000m^2 where reticulated sewer is not provided.	10	(1) 25m for normal lots; (2) 10m for cul-de-sac lots; and (3) 25m for corner lots.	No rear lots created
Township Zone - Township Residential Precinct	(1) Minimum 1,000m^2 where reticulated sewer is provided; (2) Minimum 4,000m^2 where reticulated sewer is not provided.	10	(1) 25m for normal lots; (2) 10m for cul-de-sac lots; and	No rear lots created

			(3) 25m for corner lots.	

2 EARTHWORKS, CONSTRUCTION AND WATER QUALITY CODE

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Table 9.4.2.3.1—Criteria for Assessable Development			
Earthworks			
PO1 Earthworks do not result in increased instability of the subject or adjoining lands.	**AO1.1** Retaining walls: (1) are designed and certified by a suitably qualified person; and (2) do not include timber products where located or proposed to be: (a) located on public land; or (b) set back form a boundary adjoining public land a distance less than the height of the retaining wall.	**Accepted outcome**	**Complies with Accepted Outcome** Earthworks proposed for the SRAIP will not result in increased instability of the subject or adjoining lands and will be designed and certified by a suitably qualified person.
	AO1.2 All areas of fill are compacted in accordance with: (1) Australian Standard 3798:1996 - Guidelines on Earthworks for Commercial and Residential Developments; and (2) Australian Standard 2870:1996 - Residential Slabs and Footings - Construction.	**Acceptable outcome**	**Complies with Acceptable Outcome** All areas of fill are to be compacted in accordance with the relevant Australian Standards.
PO2 Development undertaken in areas of existing traffic flow provides for traffic to continue to be able to reach its	**AO2** Development ensures that where the temporary diversion of traffic is necessary: (1) permission for a temporary road closure is obtainable from the	**Acceptable outcome**	**Complies with Acceptable outcome** Intersection works are proposed at the site entrance with the Cunningham Highway. The development will allow for traffic to flow along the Highway without significant delay and in conjunction with any requirements from DTMR.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
destination without significant delay.	Police, and a detour is provided via existing roads; or (2) a temporary detour is provided within or adjoining the site; or (3) if no detour is available, traffic flows are managed to ensure minimum disturbance to road users.		
Damage to Existing Infrastructure			
PO3 Earthworks do not result in an unnecessary disturbance to existing infrastructure.	**AO3** (1) Development is designed to maintain the location of existing infrastructure, including depth of cover to underground infrastructure; or (2) Where disturbance to existing infrastructure is unavoidable: (a) underground infrastructure that is covered to a greater depth is provided with access for maintenance and inspection purposes; or (b) underground infrastructure that is uncovered, or has cover reduced to less than the applicable standard, is relocated or otherwise protected from damage; or (c) above ground infrastructure is repositioned to a location that complies with the applicable standards.	**Acceptable outcome**	**Complies with Acceptable Outcome** The development and all associated earthworks will be located solely within the subject site. Development on the SRAIP will be designed and implemented to avoid impacting current underground infrastructure.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Removal of Vegetation, Stumps and Dumped Waste			
PO4 Disposal of waste generated from construction activities: (1) is managed in a manner not to cause environmental harm; (2) complies with relevant legislation; and (3) does not to occur on site.	**AO4.1** Vegetation waste involving development sites of more than 5 hectares is chipped or burnt in an approved pit burner. **Editor's Note** - Chipping is the preferred method of vegetation disposal. Chipped vegetation can be used as soil cover for exposed areas to assist sediment control.	**Acceptable outcome**	**Complies with Acceptable Outcome** Vegetation waste management on site will comply with all relevant criteria.
	AO4.2 Small quantities of waste are taken to an appropriate landfill facility.	**Acceptable outcome**	**Complies with Acceptable Outcome** Construction waste will be disposed of at an appropriate landfill facility.
	AO4.3 Development involving contaminated waste is disposed of in an approved manner under the Environmental Protection Act 1994.	**Acceptable outcome**	**Complies with Acceptable Outcome** Any development across the SRAIP which encounters contaminated waste will be disposed of in an approved manner under the *Environmental Protection Act 1994.*
	AO4.4 All unconsolidated fill, builder's rubble, or other waste is removed from the site prior to the completion of works.	**Acceptable outcome**	**Complies with Acceptable Outcome** All construction waste will be removed from site prior to completion of works.
Siting and Removal of Dams			
PO5 Existing dams:	**AO5.1**	**Not Applicable**	**Not Applicable** Development is not located in an urban area.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(1) do not create a safety hazard; (2) are located on a single lot; and (3) where removed, the land is shaped and compacted back to its natural state.	Development in urban areas results in the removal of all dams.		
	AO5.2 Development in the Rural Zone or Rural Residential Zone only retains dams where they are fully contained within one lot.	**N/A**	**Not Applicable** No existing dams occur on the subject site within the proposed area of the SRAIP Development Plan.
	AO5.3 The land affected by a dewatered dam shall be returned to its natural state by: (1) shaping the land to its natural form or in accordance with a development approval; and (2) compaction of the soil.	**N/A**	**Not Applicable** The proposed SRAIP development does not require any dewatering of a dam.
Amenity			
PO6 Earthworks are conducted in a manner which minimises disruption to nearby sensitive receivers having regard to: (1) hours of operation; (2) traffic movement on access roads and within the site; (3) minimising timeframes for earthworks.	**AO6** No acceptable outcome is prescribed.	**Performance outcome**	**Complies with Performance Outcome** Earthworks will be conducted on site in a way which will minimise disruption to any nearby sensitive receivers. Hours of operation, traffic movement and timeframes for earthworks will be adhered to as per Council's conditions. Management measures will be incorporated into the Construction Management Plan for the development.
PO7 Earthworks are conducted in a manner which reduces their visual impact.	**AO7** Earthwork areas are grassed or landscaped immediately upon	**Acceptable outcome**	**Complies with Acceptable Outcome** All earthwork areas requiring landscaping will be grassed or landscaped upon completion of works.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	completion to a standard commensurate with their surrounds.		
Dust Management			
PO8 Dust from development does not create environmental harm and minimises impacts on sensitive receivers.	**AO8.1** Development provides for the suppression of dust during construction or earthworks.	**Acceptable outcome**	**Complies with Acceptable Outcome** Dust control and suppression will be incorporated into the site Construction Management Plan. This is further explained in both Appendix E.3.1 – Addendum Air Quality Impact Assessment and Appendix E.3.2 - Air Quality Assessment. A more in depth approach to dust suppression on site will be formed during the detailed design process.
	AO8.2 Haul routes for bulk earthworks are located as far as practical from sensitive receivers.	**Acceptable outcome**	**Complies with Acceptable Outcome** Haul routes for earthworks will be located as far as practicable from sensitive receivers.
PO9 Spoil piles, stockpiles and borrow pits are located and managed to not create a dust nuisance and to minimise impacts on sensitive receivers.	**AO9.1** Spoil piles, stockpiles and borrow pits are located as far as practical from sensitive receivers.	**Acceptable outcome**	**Complies with Acceptable Outcome** Stockpiles, spoil piles and burrow pits may occur during construction and will be located as far away from sensitive receivers as practically possible.
	AO9.2 Spoil piles, stockpiles and borrow pits, operating for greater than one week, are covered.	**Acceptable outcome**	**Complies with Acceptable Outcome** Stockpiles, spoil piles, borrow pits operating on site for greater than one week will be covered.
Stormwater Management – Protecting Water Quality and Hydrological Processes			
PO10 Development is planned and designed considering site land-use constraints to allow the provision of stormwater management systems that	**AO10.1** Development demonstrates it has minimised disturbance to: (1) natural drainage; (2) areas with erosive, dispersive, sodic and/or saline soils;	**Acceptable outcome**	**Complies with Acceptable Outcome** The SRAIP development will consider all relevant site constraints during its development. Refer to Appendix B.13 - concept erosion and sediment control plan, and Appendix B.4 – Integrated Water Management Plan which details measures to reduce potential risks to receiving waters.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
avoid or minimise adverse impacts on environmental values of receiving waters. ***Editor's Note -*** *A site stormwater quality management plan prepared by a suitably qualified person is required to inform the layout of the development and to demonstrate compliance with the requirement*	(3) acid sulfate soils; (4) groundwater levels; and (5) landscape features and vegetation.		
	AO10.2 A stormwater management system has sufficient site area to service the requirements of the development.	**Acceptable outcome**	**Complies with Acceptable Outcome** The stormwater management system proposed for the SRAIP is included in Appendix B.4 – Integrated Water Management Plan and details that the system has sufficient site area to service the requirements of the proposed SRAIP development.
	AO10.3 Stormwater management systems: (1) are located outside of wetlands, waterways and riparian areas; and (2) prevent increased channel bed and bank erosion. ***Editor's Note -*** *The approximate location of wetlands and waterways can be found on Environmental Significance Overlay Map – Wetlands and Waterways OM-04-D and Environmental Significance Overlay Map – Local Watercourses OM-04-E*	**Acceptable outcome**	**Complies with Acceptable Outcome** All stormwater systems on site will be located outside of wetlands, waterways and riparian areas and will not increase channel bed and bank erosion. Appendix B.4 – Integrated Water Management Plan details that the stormwater management system is sufficient to service the requirements of the proposed development. Appendix B.8 is the Waterway Barrier Technical Works report which details the construction of the proposed Overland Flow Path will enhance the existing waterway on site.
PO11 Construction activities for the development avoid or minimise adverse impacts on sediment mobilisation, stormwater quality and hydrological processes.	**AO11.1** An erosion and sediment control program (ESCP) demonstrates that release of sediment-laden stormwater is avoided or minimised by achieving the design objectives listed in Table 9.4.2.3.2 - Construction Phase –	**Acceptable outcome**	**Complies with Acceptable Outcome** An Erosion and Sediment Control Program (ESCP) will be developed for the SRAIP and will demonstrate that release of sediment-laden stormwater is avoided or minimised as much as possible throughout site construction activities. The concept erosion and sediment control plan is provided at Appendix B.13. Construction will aim to achieve the design objectives listed in

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	Stormwater Management Design Objectives. **OR** **AO11.2** The ESCP demonstrates how stormwater quality will be managed so that target contaminants are treated to a design objective at least equivalent to Table 9.4.2.3.2 - Construction Phase – Stormwater Management Design Objectives.		Table 9.4.2.3.2 - Construction Phase – Stormwater Management Design Objectives and may be conditioned accordingly.
PO12 Development manages stormwater to avoid or minimise the environmental impacts of stormwater discharge on the quality and waterway hydrology of receiving waters. ***Editor's Note -*** *A site stormwater management plan prepared by a suitably qualified person is provided that demonstrates development can be managed to achieve compliance with the stormwater management design objectives.*	**AO12** Development is managed so that it meets the objectives in Table 9.4.2.3.4 - Post Construction Phase – Stormwater Management Design Objectives.	**Acceptable outcome**	**Complies with Acceptable Outcome** Development will be managed so that it meets the required objectives. Appendix B.13 further outlines expected discharge levels associated with the construction stormwater management systems for the SRAIP. Appendix B.4 details the operational stormwater management systems for the SRAIP.
PO13	**AO13** The development is designed to:	**Acceptable outcome**	**Complies with Acceptable Outcome**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Development prevents increased bed and bank erosion in receiving waterways by limiting changes in run-off volume and peak flows.	(1) minimise impervious areas; (2) maximise opportunities for capture and reuse of stormwater; (3) incorporate natural channel design principles; and (4) achieve the waterway stability objectives listed in Table 9.4.2.3.4 - Post Construction Phase – Stormwater Management Design Objectives. ***Note -*** *The waterway stability objective listed in Table 9.4.2.3.4 applies if development drains to an unlined waterway within or downstream of the site where there is an increased risk of erosion due to changes in hydrology*.		Development shall comply with the storm water quantity measures outlined in the Integrated Water Management Plan Appendix B.4 and the Concept Erosion and Sediment Control Plan Appendix B.13.
PO14 Development protects in-stream ecology by maintaining pre-development low-flow discharge regimes.	**AO14** No acceptable outcome is prescribed.	**Performance outcome**	**Complies with Performance Outcome** The intent of the SRAIP development will be to not affect in-stream ecology or low-flow discharges on the site. Further information on site aquatic ecology and flow regimes can be found in Appendix B.8 – Waterway Barrier Works Technical Report and Appendix B.4 – Integrated Water Management Plan respectively.
PO15 Development ensures that the entry and transport of contaminants into stormwater is avoided. ***Note -*** *Prescribed water contaminants are defined in the*	**AO15** No acceptable outcome is prescribed.	**Performance outcome**	**Complies with Performance Outcome** The development will ensure that the entry and transport of contaminants is avoided as much as possible.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Environmental Protection Act 1994.			
Point Source Wastewater Management (Other than Contaminated Stormwater and Sewage)			
PO16 Development involving wastewater discharge (other than contaminated stormwater and sewage) to a waterway avoids or minimises adverse impacts to ecological processes, riparian vegetation, waterway integrity, and downstream ecosystem health.	**AO16.1** Where the development involves the discharge of wastewater (other than contaminated stormwater and sewage), a wastewater management plan (WWMP) is prepared by a suitably qualified person and addresses: (1) wastewater type; (2) climatic conditions; (3) water quality objectives; (4) soil conditions and natural hydrology; and (5) best practice environmental management. ***Note** - Development is designed to achieve the prescribed water quality objectives for Waterways in accordance with the Environmental Protection (Water) Policy 2009.*	**Acceptable Outcome**	**Complies with Acceptable Outcome** The Wastewater Management Plan is provided at Appendix B.4 which addresses the AO16.1.
	AO16.2 The WWMP prepared in **AO16.1** provides that wastewater is managed in accordance with a waste-management hierarchy that: (1) avoids wastewater discharges to waterways; or	**Acceptable Outcome**	**Complies with Acceptable Outcome** The site-specific Wastewater Management Plan at Appendix B.13 has been developed to service the site and its associated lots. The plan will ensure all wastewater on site is managed in accordance with the waste-management hierarchy.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(2) if wastewater discharge to waterways cannot practicably be avoided, minimises wastewater discharge to waterways by reuse, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.		
Non-tidal artificial waterways			
PO17 The location of artificial waterways: (1) avoids groundwater-recharge areas; (2) incorporates low lying areas of a catchment connected to an existing waterway; (3) does not disturb natural wetlands and any associated buffer areas; (4) minimises disturbing soils or sediments; and (5) avoids altering the natural hydrologic regime in nutrient hazardous areas.	**AO17** No acceptable outcome is prescribed.	**Performance Outcome.**	**Complies with Performance Outcome** All artificial waterways proposed for the SRAIP will avoid groundwater recharge area, incorporate low lying areas of catchments which are connected to existing waterways, avoid disturbance to natural wetlands and buffer areas and minimise disturbing the soils as much as possible. Overall construction involved on the SRAIP will aim to minimise impacts and altering the natural hydrologic regime in nutrient hazardous areas. Details on the proposed Overland Flow Path is provided in Appendix B.8 (Waterway Barrier Work Technical Report).
PO18 Stormwater is treated before discharge into a non-tidal artificial waterway.	**AO18** Before being discharged into an artificial waterway, stormwater is treated to achieve the applicable stormwater management design objectives outlined in:	**Acceptable outcome**	**Complies with Performance Outcome** Stormwater on the SRAIP will be treated before being discharged into a non-tidal artificial waterway, further information can be found in Appendix B.4 – Integrated Water Management Plan.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(1) Table 9.4.2.3.2- Construction Phase – Stormwater Management Design Objectives; (2) Table 9.4.2.3.3 - Construction phase – Stormwater Management Design Objectives for Temporary Drainage Works; and (3) Table 9.4.2.3.4 - Post Construction Phase – Stormwater Management Design Objectives.		
PO19 Any artificial waterway is designed, constructed and managed in a way that avoids or minimises adverse impacts on ecological processes, water quality, flood capacity, waterway integrity, and ecosystem and human health. ***Editor's Note -*** *A suitably qualified registered professional engineer, Queensland (RPEQ) with specific experience in establishing artificial waterways is required to demonstrate compliance with the requirement.*	**AO19** No acceptable outcome is prescribed.	**Performance outcome**	**Complies with Performance Outcome** All artificial waterways on the SRAIP will be designed, constructed, and managed in a way that will avoid and minimise as much as possible any adverse impacts. The Waterway Barrier Works Technical Report (Appendix B.8) is assisted by preliminary operational works drawings at Appendix B.1.4.

Table 9.4.2.3.2- Construction Phase – Stormwater Management Design Objectives	
Issue	**Desired Outcomes**
Drainage control ***Note*** *- Refer to IECA 2008 Best Practice Erosion and Sediment Control (as amended) for details on the application of the Construction Phase requirements.*	(1) Manage stormwater flows around or through areas of exposed soil to avoid contamination. (2) Manage sheet flows in order to avoid or minimise the generation of rill or gully erosion. (3) Provide stable concentrated flow paths to achieve the construction phase stormwater management design objectives for temporary drainage works as specified in Table 9.4.2.3.2 - Construction phase – stormwater management design objectives for temporary drainage works. (4) Provide emergency spillways for sediment basins to achieve the construction phase stormwater management design objectives of: (a) 10% AEP where the design life is less than 3 months; (b) 5% AEP where the design life is 3-12 months; (c) 2% AEP where the design life is greater than 12 months.
Erosion control ***Note*** *- Refer to IECA 2008 Best Practice Erosion and Sediment Control (as amended) for details on the application of the Construction Phase requirements.*	(1) Stage clearing and construction works to minimise the area of exposed soil at any one time. (2) Effectively cover or stabilise exposed soils prior to predicted rainfall. (3) Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised using methods which will achieve effective short-term stabilisation.
Sediment control	(1) Direct runoff from exposed site soils to sediment controls that are appropriate to the extent of disturbance and level of erosion risk. (2) All exposed areas greater than 2500 metres^2 must be provided with sediment controls which are designed, implemented and maintained to a standard which would achieve at least 80% of the average annual runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5–8.5).
Litter, hydrocarbons and other contaminants	(1) Remove gross pollutants and litter. (2) Avoid the release of oil or visible sheen to released waters. (3) Dispose of waste containing contaminants at authorised facilities.
Waterway stability and flood flow management	(1) Measures are either installed prior to land disturbance and are integrated with erosion and sediment controls, or equivalent alternative measures are implemented during construction.

Table 9.4.2.3.2- Construction Phase – Stormwater Management Design Objectives	
Issue	**Desired Outcomes**
	(2) Earthworks and the implementation of erosion and sediment controls are undertaken in ways which ensure flooding characteristics (including stormwater quantity characteristics) external to the development site are not worsened during construction.

Note - Drainage, erosion and sediment controls should be appropriate to the risk posed by the activity for the relevant climatic region e.g. considering the potential soil loss rate, monthly erosivity or average monthly rainfall.
Note - An effectively stabilised surface is defined as one that does not or is not likely to result in visible evidence of soil loss caused by sheet, rill or gully erosion or lead to sedimentation water contamination.

Table 9.4.2.3.3 - Construction phase – Stormwater Management Design Objectives for Temporary Drainage Works			
Temporary drainage works	**Anticipated operation design life and minimum design storm event**		
	< 12 months	12–24 months	> 24 months
Drainage structure	1 in 2 year ARI 39% AEP	1 in 5 year ARI 18% AEP	1 in 10 year ARI 10% AEP
Where located immediately up-slope of an occupied property that would be adversely affected by the failure or overtopping of the structure	1 in 10 year ARI 10% AEP		
Culvert crossing	1 in 1 year ARI 63% AEP		

Table 9.4.2.3.4 - Post Construction Phase – Stormwater Management Design Objectives				
Reductions in mean annual load from unmitigated development (%)				
Total Suspended Solids (TSS)	Total Phosphorus (TP)	Total Nitrogen (TN)	Gross Pollutants >5mm	Waterway Stability Management
80	60	45	90	Limit the 63% AEP event discharge within the receiving waterway to the pre-development 63% AEP event discharge

3 INFRASTRUCTURE DESIGN CODE

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Table 9.4.3.3.1—Assessable Development			
Infrastructure Access and Maintenance			
PO1 Infrastructure is designed and constructed to provide easy access for maintenance and to minimise maintenance costs.	**AO1.1** All elements of the stormwater drainage network are provided with access and allow for maintenance in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable Outcome**	**Complies with Acceptable Outcome** The stormwater drainage network to be installed across the site will consider the allowance for maintenance access in accordance with PSP1. Appendix B.4 – Integrated Water Management Plan, outlines a maintenance schedule for the drainage network and its design applicable to the entire Project.
	AO1.2 Local government infrastructure on private property is provided with access easements in accordance with the Planning Scheme Policy 1: Infrastructure Design.	**Not applicable**	**Not Applicable** All infrastructure on site will be constructed and maintained by Kalfresh.
	AO1.3 Trenches for underground services are in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Performance Outcome** All trenches for underground services associated with the development of the SRAIP will be done according with relevant Australian Standards.
Stormwater Infrastructure			
PO2 The stormwater network is designed to: (1) result in no net increase in stormwater leaving the site; or (2) contribute towards a catchment wide quantity control system.	**AO2** No acceptable outcome is prescribed.	**Performance outcome**	**Complies with Performance Outcome** The SRAIP will aim to control the levels of stormwater leaving the site to avoid any increases. According to Appendix B.4 – Integrated Water Management Plan, it is not anticipated that there will be a drastic increase in flow rates from the proposed development. During peak flow rates discharge into the table drain will be reduced and

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			will assist in alleviating local drainage issues currently occurring along the highway. Stormwater drainage across the site has been designed to comply with the Scenic Rim Regional Council Standards / QUDM.
PO3 The stormwater network is designed to improve stormwater quality and minimise stormwater quality deterioration.	**AO3.1** Stormwater quality improvement devices are provided on all car parking areas with a capacity greater than 8 vehicles.	**Acceptable outcome**	**Complies with Acceptable Outcome** Stormwater quality improvement devices will be provided and implemented across the SRAIP in all relevant areas. The specific proposed devices are to be decided in the design phase of the Project and may include a gross pollutant trap installed into relevant carpark pits/ drains. Appendix B.4 – Integrated Water Management Plan further outlines the stormwater management plan for the site.
	AO3.2 Stormwater quality is controlled through the provision of features designed to reduce contaminants such as excess nutrients and petrochemicals.	**Acceptable outcome**	**Complies with Acceptable Outcome** Stormwater quality will be controlled in order to reduce contaminants including nutrients. Appendix B.4 – Integrated Water Management Plan, outlines that the SRAIP as a whole will aim to control the levels of contaminants (sediments and nutrients) entering any downstream local water courses or road stormwater drainage systems off site. The primary stormwater management system that is proposed to be used to control this are vegetated bio-retention systems, these will be incorporated across the SRAIP.
PO4 Stormwater infrastructure is designed and constructed:	**AO4** Stormwater infrastructure is designed and constructed in accordance with the standards	**Acceptable outcome**	**Complies with Acceptable Outcome** All stormwater infrastructure proposed in Appendix B.4 – Integrated Water Management Plan will consider the standards in PSP1. Stormwater

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(1) in accordance with natural channel design principles instead of a constructed channels where there is no natural flow path; (2) to minimise erosion; (3) to not locate major overland flow paths on private property in urban areas; (4) to prevent obstruction of the drainage network; (5) to preserve public safety; and (6) to connect to the stormwater network where available.	in Planning Scheme Policy 1: Infrastructure Design.		infrastructure will largely be decided in the design phases of the Project.
Allotment Drainage			
PO5 In urban areas, development provides for allotment runoff to be: (1) connected to the stormwater network where the lot drains to the road and/or occupiable lot; or (2) discharged to a gravel pit where the lot drains to a park or drainage reserve.	**AO5** Inter-lot drainage is provided in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Not Applicable**	**Not Applicable** The proposed development is not in an urban area and inter-lot drainage is not required or proposed.
Pavements and Road Works			
PO6 Road pavements are of sufficient depth to provide a minimum 20 year design life based on design traffic speeds and traffic capacity.	**AO6** Road pavements are provided in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Performance Outcome** Road pavements associated with the development will be in accordance with relevant Australian Standards. It is proposed that Kalfresh will construct and maintain all roads on site for the life of the Project, the design life is proposed to be a minimum

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			of 20 years and akin to an industrial precinct with primarily heavy vehicle movements. Road layout will consider the Scenic Rim Regional Council Planning Scheme Policies (Noting the intersection with Cunningham Highway is as per approval issued by TMR).
PO7 Development obtains access from a road and transport route which ensures the safe, efficient and comfortable operation of external roads having regard to: (1) the number and types of vehicles generated by the development; (2) ensuring pavement design, standard and width can carry the additional number and types of vehicles generated by the development without undue physical impact on the road or pavement life; (3) ensuring road and access driveway design caters for anticipated vehicles and vehicle use in the development, enabling suitable manoeuvrability and safety, and avoiding congestion; (4) the functional classification of the road from which it gains access; (5) the location of access points; (6) the potential for conflict between vehicles, pedestrians, cyclists and other road users;	**AO7** Road design and construction is in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** Road pavements associated with the development will consider the standards in PSP1 and all relevant Australian Standards. It is proposed that Kalfresh will construct and maintain all roads on site for the life of the Project. Road layout will consider with the Scenic Rim Regional Council Planning Scheme Policies (Noting the intersection with Cunningham Highway is as per approval issued by TMR).

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(7) the design of pedestrian access along roads giving access to the site; and (8) the desired speed environment.			
PO8 Development minimises conflict points when locating and designing intersections.	**AO8** Development is undertaken in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** Road layout will consider all relevant standards in PSP1 (Noting the intersection with Cunningham Highway is as per approval issued by TMR).
PO9	**AO9**	**Acceptable outcome**	**Complies with Acceptable Outcome**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Development provides traffic management to ensure the safe operation of the intersection.	Intersections, including uncontrolled intersections, round-a-bouts, signalised intersections and grade separated intersections are designed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.		It is proposed that Kalfresh will construct and maintain all roads on site for the life of the Project. Road layout will consider all relevant standards in PSP1 (Noting the intersection with Cunningham Highway is as per approval issued by TMR).
PO10 The design and design capacity of a pavement: (1) is adequate for the role the pavement will play in the transport network for vehicle, pedestrian or other traffic; (2) prevents pooling of water on a pavement in other than a major flood event; (3) provides that line marking, including crossings, is designed and applied to ensure the safe movement of traffic; (4) provides guideposts and road signage that adequately warn all road users of hazards to traffic movements and delineate the course of the road; and (5) ensures services, including electricity, water, sewerage and communications, are not located beneath the pavement other than where necessary to cross the pavement and: (a) at a right angle to the road boundary; or	**AO10** Design and construction of pavement is in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** It is proposed that the design and construction of pavement will consider the standards in PSP1. It is proposed that Kalfresh will construct and maintain all pavements on site for the life of the Project.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(b) at an angle not greater than 45 degrees to the road boundary.			
PO11 A sealed surface is provided to pavements to minimise dust, maximise pavement longevity and minimise maintenance based on the function of the road or surfaced area.	**AO11** Design and construction of pavement surface is in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** Pavements associated with the development will consider the standards in PSP1. It is proposed that Kalfresh will construct and maintain all pavements on site for the life of the Project.
PO12 Edging is provided to sealed surfaces where traffic volumes are significant or there are significant vehicle movements from off the sealed surface onto the sealed surface to prevent erosion of the sealed surface.	**AO12** Design and construction of pavement edging is in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** Edging associated with the development will consider the standards in PSP1. It is proposed that Kalfresh will construct and maintain all edging on site for the life of the Project.
PO13 Kerb and channel is provided within all urban areas.	**AO13** Kerb and channel is provided in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design in all land within the: (1) Low-Density Residential Zone; (2) Low-Medium Density Residential Zone; (3) Major Centre Zone; (4) District Centre Zone; (5) Local Centre Zone; (6) Township Zone; (7) Mixed Use Zone; and (8) Industry Zone.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Kerb and channels associated with the development will consider the standards in PSP1. It is proposed that Kalfresh will construct and maintain all kerbs and channels on site for the life of the Project.
PO14	**AO14**	**Acceptable outcome**	**Complies with Acceptable Outcome**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Kerb and channel is provided where stormwater flows in table drains will result in the erosion of the table drain.	Development is undertaken in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.		Kerb and channels associated with the development will consider the standards in PSP1. It is proposed that Kalfresh will construct and maintain all kerbs and channels on site for the life of the Project.
PO15 Upright kerb is provided in all locations where lot access is not to be provided but kerb and channel is to be provided.	**AO15** Kerbs are designed and constructed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** Kerbs associated with the development will consider the standards in PSP1. It is proposed that Kalfresh will construct and maintain all kerbs on site for the life of the Project.
PO16 Verges to roads are adequate to accommodate: (1) safe and efficient movement of all users, including pedestrians and cyclists; (2) on-street parking; (3) street tree planting; and (4) utility infrastructure, including stormwater management and run-off from road surfaces.	**AO16** Verges are designed and constructed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** Verges associated with the development will consider the standards in PSP1. It is proposed that Kalfresh will construct and maintain all verges on site for the life of the Project.
PO17 Table drains are provided where roadside stormwater flows can be contained within the road reserve, stormwater flows are insufficient to cause significant erosion of the table drain and a grass cover can be maintained within the table drain.	**AO17** Table drains are designed and constructed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**N/A**	**Complies with Acceptable Outcome** Table drains associated with the development will consider the standards in PSP1. It is proposed that Kalfresh will construct and maintain all table drains on site for the life of the Project.
PO18	**AO18** Development provides:	**Acceptable outcome**	**Complies with Acceptable Outcome** All cross drainage associated with the development will consider the standards in PSP1. It is proposed

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Cross drainage is managed so to retain the functionality of the road or paved surface.	(1) cross drainage to roadways and paved surfaces in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design; or (2) diversion of cross drainage around the roadway or paved surface.		that Kalfresh will construct and maintain all cross drains on site for the life of the Project.
PO19 Development provides for on-street parking considering: (1) safety; (2) the functional classification of the road; and (3) the location of any intersections or access points.	**AO19** On-street parking is provided in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design. ***Note** - The provision of on-street parking is in addition to any parking required under the Parking and Access Code.*	**Performance Outcome**	**Complies with Performance Outcome** Given high frequency of heavy vehicle movements within the precinct, the carriageway will limit street parking to maximise safe and efficient manoeuvrability of heavy vehicles. Sufficient parking will be incorporated on site to minimise conflicts with heavy vehicles in the Industrial Precinct.
PO20 The road network is designed to: (1) maximise vehicular, pedestrian, cycle and other transport network user safety; and (2) maximise the efficiency of the network considering construction cost and maintenance and operating costs.	**AO20** The road network is designed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Performance Outcome** The road network will be designed to maximise safe and efficient movement of heavy vehicles in the first instance. Cycling will be discouraged in the precinct to maximise safety and reduce potential conflicts. The efficiency of the network will be maximised by designing roads to meet very high pavement standard in the first instance to reduce ongoing operating & maintenance costs.
Electricity and Communications			
PO21 Development provides electricity and communications infrastructure. Such infrastructure is located and designed to:	**AO21** Services are provided in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** Electricity and Communications infrastructure will consider the standards outlined in PSP1 – Infrastructure design.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(1) minimise the visual impact of the infrastructure; (2) be located for ease of maintenance; and (3) provide warning tape to enable detection of underground cables when excavating.			
External Works			
PO22 Where access to the external infrastructure network is to be provided development must construct the connection of the premises to the external infrastructure network.	**AO22** No acceptable outcome is prescribed.	**Performance Outcome**	**Complies with Performance Outcome** All necessary connections to external infrastructure will be constructed.
PO23 The design of the infrastructure network and any connection to the external network is constructed to an appropriate standard and does not diminish the safety and efficiency of the infrastructure network.	**AO23** Connection to external infrastructure is undertaken in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable Outcome**	**Complies with Acceptable Outcome** All potential external infrastructure connections will consider the standards in PSP1.
Bridges			
PO24 Development provides for bridges to be: (1) safe for all users; (2) minimise the accumulation of debris on the bridge or its supporting structures; and	**AO24** Bridge design and construction is undertaken in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable Outcome**	**Complies with Acceptable Outcome** All proposed bridges for the SRAIP will be designed and constructed to consider the standards in PSP1.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(3) provided instead of culverts where there is a significant risk of clogging.			
PO25 Development provides for bridges to equitably provide space for all likely users.	**AO25** Development provides for bridges which: (1) provide for separate pedestrian space where the road class provides for a pathway and/or bikeway in the road profile in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design; (2) provide the opportunity for the future addition of separate pedestrian space; and (3) prevent access for vehicles where the bridge has not been designed to carry vehicles.	**Acceptable Outcome**	**Complies with Performance Outcome** All proposed bridges for the SRAIP will consider the standards outlined in PSP1 during design and construction. Bridges envisioned within the precinct will be to provide heavy vehicle movement across the proposed overland flow path to the rural precinct and adjacent quarry. Being private roads for the industrial precinct, bridges are not proposed to house cycling infrastructure.
PO26 Where the infrastructure network designs require infrastructure to cross waterways, bridges are designed to make provision for the carriage of: (1) water supply pipes; (2) sewerage pipes; and (3) electricity or telephone cables.	**AO26** No acceptable outcome is prescribed.	**Performance Outcome**	**Complies with Performance Outcome** Bridges on the SRAIP will be designed and constructed to make provisions for the carriage of water supply pipes, sewerage pipes and electricity and telephone cables etc.
Local Area Traffic Management Devices			
PO27 Development provides for local area traffic management devices to be designed and constructed to ensure devices:	**AO27** Development is undertaken in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Performance Outcome** Traffic management will consider the standards outlined in PSP1 where relevant, noting that the roads within the development are private roads and not public infrastructure. Roads subject to the

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(1) do not become a traffic hazard; (2) result in a diminished speed environment; (3) do not incorporate elements which would reduce visibility of hazards for traffic below that limits for the speed environment; (4) are removable at low cost; (5) are incorporated into an area that there is a clear delineation between main traffic routes and minor local streets; and (6) do not result in a traffic hazard at the local area traffic management device due to traffic storing at an intersection.			development are not proposed to be handed back to Council in the future but rather in common property.
Street Furniture			
PO28 Development provides for street furniture to be: (1) designed and constructed to ensure they do not become a traffic hazard; (2) designed and constructed to be safe for users and passing pedestrians; (3) designed to a consistent theme used in, or intended for, the locality; (4) designed to ensure they do not impede the maintenance of services located within the road verge; (5) designed to provide an aesthetic streetscape and incorporate landscaped elements; and	**AO28** Street furniture is provided in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**N/A**	**Not Applicable** No street furniture is proposed in relation to public roads.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(6) designed, located and constructed so that pedestrian and bicycle movement is not impeded.			
Parks			
PO29 Where development provides recreation space, the design of the recreation space and any furniture or recreation equipment or facilities is safe and accessible for all users.	**AO29.1** Development provides that the design of recreation space conforms to the principles of crime prevention through environmental design (CEPTD).	**N/A**	**Not Applicable** Recreation space is not proposed.
	AO29.2 Development provides that recreation spaces, including all furniture or recreation equipment, are in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**N/A**	**Not Applicable** Recreation space is not proposed.
	AO29.3 Development provides for recreation spaces designed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**N/A**	**Not Applicable** Recreation space is not proposed.
Lighting			

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO30 Lighting infrastructure: (1) is consistent with the expected capacity of the use; (2) upgrades existing networks where current capacity is insufficient for the needs of the use; and (3) is in keeping with the character of the location.	**AO30** Lighting infrastructure is provided in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** Development will consider the relevant lighting infrastructure standards found in PSP1 noting that the roads within the development are private roads and not public infrastructure.
Landscaping of Public Areas			
PO31 Landscaping of parks, streets and future public places is designed to: (1) enhance and soften the built form; (2) enhance the streetscape character; (3) contribute to attractive streets and public spaces; and (4) be in keeping with the character of the location.	**AO31** Landscaping of future public lands is provided in accordance with the standards in Planning Scheme Policy 6: Landscaping for Public Areas.	**N/A**	**Not Applicable** Development will not involve any future public lands.

APPENDIX C SCENIC RIM PLANNING SCHEME CODE RESPONSES (OPERATIONAL WORKS)

1 GENERAL DEVELOPMENT PROVISIONS CODE

<table>
<tr><th>Performance Outcomes</th><th>Acceptable Outcomes</th><th>Solution</th><th>Comments</th></tr>
<tr><td colspan="4">Table 9.3.7.3.1— Criteria for Assessable Development Only</td></tr>
<tr><td colspan="4">Acoustic Amenity and Noise</td></tr>
<tr>
<td>PO1
Development is located, designed, constructed and operated to ensure that noise emissions do not cause environmental harm or environmental nuisance to sensitive receivers.

Note - this performance outcome also applies to noise emissions generated by sensitive land uses, from sources such as communal areas, service areas, plant and equipment.</td>
<td>AO1
(1) Development involves activities that are inaudible from an adjacent sensitive receiver or would not cause noise related environmental harm or environmental nuisance sensitive receiver; or

(2) The emission of noise from the premises must not exceed the following levels:
<table>
<tr><th>Time Period</th><th>At A Sensitive Land Use</th><th>At Commercial Premises</th></tr>
<tr><td>7:00am-10:00pm</td><td>Background +5dB(A)</td><td>Background +10dB(A)</td></tr>
<tr><td>10:00pm-7:00am (sleeping areas)</td><td>35dB(A)</td><td>Background +8dB(A)</td></tr>
<tr><td>10:00pm-7:00am (living areas)</td><td>40dB(A)</td><td>Background +8dB(A)</td></tr>
<tr><td>10:00pm-7:00am (unless otherwise specified)</td><td>Background +3dB(A)</td><td>Background +8dB(A)</td></tr>
</table>
Note -</td>
<td>Acceptable outcome</td>
<td>Complies with Acceptable Outcome
The proposed development will comply with the appropriate noise criteria and not exceed the levels outlined. Development will ensure that no environmental harm or nuisance to adjacent sensitive receivers will occur including at night.

This will be achieved through the implementation of appropriate controls and management measures during the detailed design phase of the Project. The CEMP will be revised following detailed design and will include mitigation measures.</td>
</tr>
</table>

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(1) Levels are measured as the adjusted maximum sound pressure level as defined in the Noise Measurement Manual (Environmental Protection Agency, 2000). *(2) Noise generated from vehicle movements on the site, including noise from entering or exiting the vehicle, shall not be considered when assessing the Acceptable Outcome AO1.* *(3) Background=LA90.* OR; (3) *Development achieves the Acoustic Quality Objectives for Sensitive Receptors listed within the Environmental Protection (Noise) Policy 2008.* ***Note** - where the adjacent sensitive land use is not listed in the Environmental Protection (Noise) Policy 2008, the development will achieve the noise levels specified in **AO1 (2)***		
PO2 *Air conditioning units, refrigeration units and any other form of mechanical ventilation or extraction systems do not adversely impact on the acoustic amenity of surrounding sensitive receivers.*	**AO2** *Roof-top mounted plant and equipment is located away from surrounding sensitive land uses and is acoustically shielded to maintain the background noise levels (L90) at the nearest sensitive receiver.*	**Acceptable outcome**	**Complies with Acceptable Outcome** Air emissions and noise acoustics associated with Development (bulk earthworks) will be undertaken in accordance with a CEMP. Roof top mounted plant and equipment will be avoided where possible. Nose from earthworks are not expected to impact (L90) at the nearest sensitive receiver.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO3 *Development does not involve activities that would cause vibration related environmental harm or environmental nuisance to a sensitive receiver.*	**AO3** *No Acceptable Outcome is prescribed.* ***Editor's note** - the proponent may need to obtain a vibration impact assessment or alternatively included vibration within an environmental impact report for the site which demonstrates that the acceptable outcomes come be achieved.*	**Performance outcome**	**Complies with Performance Outcome** Construction plant and equipment are likely to generate vibration. The vibration impact will be managed on site in accordance with the Construction Environmental Management Plan (CEMP, Appendix E.4) and is not predicted to cause environmental harm to sensitive receivers.
Air Emissions - Dust, Particulates and Odour			
PO4 Development (excluding Intensive animal industry) is sited, designed and operated to avoid the generation of odour emissions of a level that have the potential to cause environmental harm to a sensitive receiver. ***Editor's note** - The Intensive Animal Industry Code contains the assessment benchmarks for Air Emissions - Dust, Particulates and Odour applicable to Intensive animal industries.*	**AO4** *No Acceptable Outcome is prescribed.* ***Note** - An applicant is likely to be required to provide an Assessment Report prepared by a suitably qualified person in relation to odour impacts. The assessment is to be prepared in accordance with the Guideline - Odour Impact Assessment for Developments - Department of Environment and Heritage Protection, for modelled odour concentrations.*	**Performance outcome**	**Complies with Performance Outcome** The proposed development (bulk earthworks) is not foreseen to generate odour emissions which would cause environmental harm.
PO5 *Development* (excluding Intensive animal industry) *does not create dust or particulate nuisance at any*	**AO5** *Development (excluding Intensive animal industry) does not involve activities that would cause dust related environmental harm or environmental nuisance; or*	**Acceptable outcome**	**Complies with Acceptable Outcome** Dust may be generated by earthworks activities. Works will be carried out in accordance with the CEMP's outlined mitigation measures which will ensure that particulate emissions will readily comply with the air quality objectives of the

Performance Outcomes	Acceptable Outcomes	Solution	Comments
point beyond the boundary of the site. ***Editor's note** - The Intensive Animal Industry Code contains the assessment benchmarks for Air Emissions - Dust, Particulates and Odour applicable to Intensive animal industries.*	***Note** - in assessing potential dust emissions, consideration will include emissions from the use itself, on site unsealed roads or parking sites, and any other incidental source associated with the development.* (1) *Development (excluding Intensive animal industry);* (a) *does not result in particle emissions that exceed any of the acceptable levels specified within the Environmental Protection (Air) Policy 2008;* (b) *generates dustfall, averaged over a 30 day period of time, that does not exceed 130mg/m²/day when measured at the site boundary.* ***Note** - An applicant is likely to be required to provide an Assessment Report prepared by a suitably qualified person in relation to dust and particulate impacts.* ***Note** - Where development is likely to create ongoing significant dust issues an Applicant may be required to provide a 'site based management plan' which adequately addresses dust mitigation measures includes;* (1) *an adequate water supply available at all times in order to undertake proactive dust reduction measures e.g. watering of access roads;* (2) *areas within the site that are frequently used for vehicular purposes are imperviously sealed or treated to reduce dust emissions; and*		Queensland Environmental Protection (Air) Policy 2019 at surrounding sensitive receptors. The CEMP and associated dust management sub-plan will be developed prior to commencement of works and will aim to reduce particle emissions in order to not exceed acceptable levels. This plan may include the need for dust monitoring to occur on the site during the construction phases of the Project. Appendix E.3.1 and E.3.2 outline the requirements and associated assessment for dust and particle disturbances on the site.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(3) *activities undertaken on site that create dust are performed in an enclosed structure with suitable dust extraction and filtration systems.*		
PO6 *Air emission vents or stacks are sited to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.*	**AO6** *Exhaust stacks are located the maximum practical distance away from the boundary of the development site.*	**N/A**	**Not applicable** There will be no air emission vents or exhaust stacks proposed as part of the development (bulk earthworks).
Outdoor Lighting and Glare			
PO7 *Development does not impact on the amenity of nearby sensitive receivers as a result of light spill.*	**AO7.1** *Development:* (1) *provides no outdoor lighting as part of the development; or* (2) *provides only minor external lighting devices, located, designed and installed to:* (a) *be consistent with and appropriate to the surrounding character and amenity; and* (b) *minimise the impact of direct and indirect light spillage on surrounding sensitive land uses; or* ***Note** - Effective methods to comply with outcome AO7.1 (2) include:* *(a) providing covers or shading around lights that prevent direct light spillage on neighbouring premises or roadways; or* *(b) directing lights downwards to prevent direct light spillage on neighbouring premises or road ways; and* *(c) positioning and/or directing lights away from sensitive land uses; and*	**Acceptable outcome**	**Complies with Acceptable Outcome** The proposed operational works/earthworks do not involve any outdoor lighting. Works will only be conducted during daylight hours. Security lighting may be necessary at the site office, however light sources in these instances would be on timers and/or pointed downwards.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(d) *enabling the brightness of lights to be adjusted to lower output levels where appropriate; and* (e) *use of motion sensor lights or electronic controls to switch off lights when not required*. (3) *provides external lighting which is compliant with the technical parameters, design, installation, operation and maintenance standards of the following as applicable:* (a) *outdoor lighting complies with the requirements of Australian Standard AS4282-1997 Control of the Obtrusive Effects of Outdoor Lighting; and* (b) *sporting fields and sporting courts, comply with the requirements of Australian Standard AS4282-1997 – Control of the Obtrusive Effects of Outdoor Lighting and a compliance statement by a lighting designer has been provided in accordance with the Australian Standard (Section 4).* ***Note** - An applicant may be required to provide a lighting proposal and impact assessment (environmental and amenity) as part of the application to demonstrate that the lighting will not create nuisance issues for surrounding sensitive land uses.*		

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	AO7.2 *Development operating at night;* (1) *provides that the alignment of streets, driveways and parking areas avoid light from vehicle headlights falling directly upon any window or outdoor recreational area of adjacent residential dwellings; or* (2) *provides a solid screen fence prevents light from vehicle headlights falling directly upon any window or outdoor recreational area of adjacent residential dwellings.*	**N/A**	**Not Applicable** The proposed development will not operate at night.
PO8 *Development does not impact on the amenity of the surrounding area or cause nuisance as a result of glare or reflection.*	**AO8** *No Acceptable Outcome is prescribed.*	**Performance outcome**	**Complies with Performance Outcome** The proposed development will not impact on the amenity of the surrounding area including causing nuisance as a result of glare or reflection.
Waste Management			
PO9 *Development provides:* (1) *sufficient area for the storage of waste and recyclables; and* (2) *for the separation of wastes to maximise alternatives to disposal.*	**AO9.1** *All waste produced on site is stored in approved containers of a sufficient capacity to receive all waste generated by the development.*	**Performance outcome**	**Complies with Performance Outcome** The proposed development is not expected to generate significant waste. A Waste Management Plan (WMP) will be developed as a sub-plan of the CEMP. Sufficient area for waste and storage will be provided at defined areas of the construction site and in accordance with the WMP.
	AO9.2 *Waste and recyclables are managed in accordance with the Waste Reduction and Recycling Act 2011.*	**Acceptable outcome**	**Complies with Acceptable Outcome** The development is not expected to generate significant waste.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			A Waste Management Plan (WMP) will be developed as a sub-plan of the CEMP. Sufficient area for waste and storage will be provided at defined areas of the construction site and in accordance with the WMP. The WMP will be finalised with regard to best practice waste management outcomes and with consideration to the *Waste Reduction and Recycling Act 2011*.
	AO9.3 *Waste and recyclables produced on site are managed in accordance with the waste and resource management hierarchy specified in the Waste Reduction and Recycling Act 2011.* ***Editor's note** - The **waste and resource management hierarchy** is the following precepts, listed in the preferred order in which waste and resource management options should be considered—* *(a) AVOID unnecessary resource consumption;* *(b) REDUCE waste generation and disposal;* *(c) RE-USE waste resources without further manufacturing;* *(d) RECYCLE waste resources to make the same or different products;* *(e) RECOVER waste resources, including the recovery of energy;* *(f) TREAT waste before disposal, including reducing the hazardous nature of waste;* *(g) DISPOSE of waste only if there is no viable alternative.*	**Acceptable outcome**	**Complies with Acceptable Outcome** The development is not expected to create any significant waste. A Waste Management Plan (WMP) will be developed as a sub-set of the CEMP and implemented for the full SRAIP site for pre-construction and construction phases. The waste and recyclables produced on site will be managed in accordance with the resource management hierarchy. All waste on site will aim to be avoided and reduced and where this cannot occur will aim to be reused, recycled or treated. The principles will be reflected in the WMP.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO10 *Development is designed to ensure that waste storage and collection can be undertaken in a safe and convenient manner.*	**AO10.1** *Development:* (1) *has a street frontage (exclusive of driveways) of 1 metre per 240L wheeled bin service required; or* (2) *provides waste container/s which are able to be accessed on site by collection vehicles being able to enter and leave the premises in forward gear, or sufficient and accessible road frontage exists to allow the containers to be placed kerbside for collection; or* (3) *provides an alternate storage and collection method for adequate storage capacity and safe collection of waste in accordance with the Waste Reduction and Recycling Act 2011.*	**Performance outcome**	**Complies with Performance Outcome** Waste during earthworks will be managed by construction sub-contractors and third-party waste providers on a as needs basis (i.e. skip bins etc..). A Waste Management Plan (WMP) will be developed as a sub-set of the CEMP and implemented for the full SRAIP site for pre-construction and construction phases. All waste streams during earthworks will be managed in accordance with the WMP. Waste containers such as skip bins, will be provided on site at defined and accessible locations on the site allowing suitable collection from trucks using forward gear.
	AO10.2 *Development provides unobstructed access to the container for removal of the waste by the local government or waste collection entity.*	**Acceptable outcome**	**Complies with Acceptable Outcome** Waste during earthworks will be managed by construction sub-contractors and third-party waste providers on a as needs basis (i.e. skip bins etc..). A Waste Management Plan (WMP) will be developed as a sub-set of the CEMP and implemented for the full SRAIP site for pre-construction and construction phases. All waste streams during earthworks will be easily accessible and managed in accordance with the WMP.
	AO10.3 *Development, which includes the provision of roads including private or public roads, designs and constructs such roads to provide access by waste*	**Acceptable outcome**	**Complies with Acceptable Outcome** The development of any new roads on the SRAIP will ensure that they are constructed to allow for any required waste collection vehicles to access the waste storage areas within the precinct.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	collection vehicles to each tenancy or the container storage area/s.		
PO11 *Development ensures the placement of waste containers does not create a health or amenity nuisance.*	**AO11** *Development provides:* (1) *a dedicated area for refuse storage that is screened or otherwise located to avoid visual impacts on streetscapes, public spaces and adjoining properties; and* (2) *an:* (a) *elevated stand for holding all waste containers at the premises; or* (b) *imperviously paved and drained area, upon which can be stood all waste containers at the premises; and* (c) *a hose cock and hose in the vicinity of the stand or paved area.*	**Performance outcome**	**Complies with Performance Outcome** The development is not expected to generate significant waste. A Waste Management Plan (WMP) will be developed as a sub-set of the CEMP and implemented for the full SRAIP site for pre-construction and construction phases. Waste during earthworks will be managed by construction sub-contractors and third-party waste providers on a as needs basis (i.e. skip bins etc..). All waste streams during earthworks will be easily accessible and managed in accordance with the WMP to ensure containers do not create a health or amenity nuisance.
PO12 *Putrescible waste generated as a result of the development does not cause odour nuisance issues for surrounding land uses.*	**AO12** *Development stores all putrescibles waste in a manner that prevents odour nuisance and fly breeding and is disposed of at intervals not exceeding seven (7) days.* ***Note** - Examples of acceptable outcomes may, either permanently or as required, include:* *(a) storing putrescible waste at low temperatures; and/or* *(b) increased frequency of collection to avoid the generation of odours.*	**Acceptable outcome**	**Complies with Acceptable Outcome** The development is not expected to create any significant Putrescible waste. A Waste Management Plan (WMP) will be developed as a sub-set of the CEMP and implemented for the full SRAIP site for pre-construction and construction phases. Construction waste will be managed in accordance with the WMP with waste collection occurring regularly to avoid the generation of odours.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO13 *Development involving:* (1) *reconfiguring of a lot creating 4 or more new lots;* (2) *the construction or demolition of buildings over 400m² GFA;* (3) *Multiple dwellings being 4 or more dwellings;* (4) *Intensive animal industry;* (5) *regulated waste;* *manages waste and recycling from the development to ensure optimum resource recovery and waste minimisation.*	**AO13** *Development provides and implements a Waste Management Plan (WMP) for pre-construction, construction and post-construction stages addressing:* (1) *the management of waste and recyclables in accordance with the Waste Reduction and Recycling Act 2011;* (2) *waste and recyclables produced on site is managed in accordance with the waste and resource management hierarchy specified in the Waste Reduction and Recycling Act 2011;* (3) *optimisation of resource recovery;* (4) *waste minimisation and disposal procedures;* (5) *management of:* (a) *construction and demolition waste;* (b) *organic waste including vegetation clearing;* (c) *hazardous waste;* (6) *ongoing waste and resource recovery measures to be provided once the development is operational;* (7) *access and infrastructure required to enable waste and recycling services to be effectively provided; and* (8) *review process for the WMP to allow for ongoing flexibility, adaptability and new innovation.*	**Acceptable outcome**	**Complies with Acceptable Outcome** A Waste Management Plan (WMP) will be implemented for the full SRAIP site for pre-construction and construction phases. As a subset of the CEMP, the WMP will address the management of waste and recyclables on site through the relevant *Waste Reduction and Recycling Act 2011.* The WMP will ensure the appropriate management of all waste on site. All waste infrastructure will be accessible for waste collection services which will be ensured during the design process of the Project. After the initial implementation of the WMP it will undergo regular review processes to ensure it remains up to date with ongoing site changes.
General Amenity			
PO14 *The use of vehicles associated with the development does not impact on the safe or convenient use of the road network.*	**AO14.1** *Loading or unloading activities are undertaken within the site.*	**Acceptable outcome**	**Complies with Acceptable Outcome** All loading and unloading activities are undertaken within the site boundaries.
	AO14.2	**Acceptable outcome**	**Complies with Acceptable Outcome**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	Development provides that all vehicles associated with the use can be parked on the site.		All project vehicles will be parked within the site boundaries at all times and no on-street carparking will be required.
	AO14.3 *Development has access to the road network is via a constructed road.* ***Note** - Acceptable Outcome **AO14.3** does not reduce or eliminate the need to comply with other Performance Outcomes that may require a higher or specific standard of road.*	**Acceptable outcome**	**Complies with Acceptable Outcome** Development involves the construction of an internal SRAIP road. Initial stages of the project's construction (earthworks and civil works) will be accessible via existing access off the Cunningham Highway until the time the new SRAIP internal access road intersection with the Cunningham Highway is opened. .
Reverse Amenity			
PO15 *Development involving a sensitive land use in close proximity to existing lawful land uses that generate noise, dust, odour and other emissions, are located and designed to not impede the operation of the existing lawful use.* ***Editor's note** - Development design principles may include;* (1) *locating open space and roadways to increase separation distances;* (2) *use of dense landscaping as a visual and particulate barrier;* (3) *reducing residential densities adjacent*	**AO15** *No Acceptable Outcome is prescribed.*	**N/A**	**Not Applicable** Development does not involve a sensitive land use.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
impacting sites; (4) *building design, including air conditioning; and* (5) *providing barriers to impacting sites.*			
Stormwater - Quantity			
PO16 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	**AO16.1** A site based stormwater quantity management plan (SQMP) is prepared by a suitably qualified person and demonstrates achievable stormwater quantity control measures for discharge during operational phases of development designed in accordance with the Queensland Urban Drainage Manual (QUDM).	**Acceptable outcome**	**Complies with Acceptable Outcome** A site based stormwater quantity management plan (SQMP) will be prepared for the site and will demonstrate achievable stormwater quantity control measures. Stormwater Quality was initially assessed regarding the whole site and can be found in Appendix B.4 – Integrated Water Management Plan. Construction phase impacts to stormwater and drainage will be managed in accordance with the Erosion and Sediment Control Plan (Appendix B.13).
	AO16.2 Stormwater flows discharged from development are either within the capacity of the downstream drainage system such that non-worsening occurs or are mitigated to pre-development characteristics.	**Acceptable outcome**	**Complies with Acceptable Outcome** Stormwater flows discharged from development will be outlined in the site specific SQMP and will aim to ensure current capacity of downstream drainage is not worsened. Stormwater on site was assessed regarding the whole site and can be found in Appendix B.4 – Integrated Water Management Plan. Construction phase impacts to stormwater and drainage will be managed in accordance with the Erosion and Sediment Control Plan (Appendix B.13).
On-site Wastewater Disposal			

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO17 Where located outside a wastewater connection area, development is provided with sufficient on-site wastewater disposal, that is determined by a *suitably qualified person,* to meet the needs of residents and users.	**AO17** *No Acceptable Outcome is Prescribed.*	**Performance outcome**	**Complies with Performance Outcome** The development is unlikely to result in any generation of wastewater with potable toilets and existing toilet facilities on the site being used during the earthworks / construction phases of the project. Wastewater on the site will be developed with sufficient onsite wastewater disposal to meet the needs of the SRAIP. Appendix B.6 – Onsite Wastewater Management Report (ERA 63) outlines the most practical options for wastewater management and disposal for the full Project.
On-site Water Supply			
PO18 *Where reticulated water supply is unavailable, the development is provided with sufficient on-site water supply to meet the needs of residents and users.*	**AO18** *No Acceptable Outcome is Prescribed.*	**Performance outcome**	**Complies with Performance Outcome** Prior to the construction of the Water storage supply dam, water required for earthworks and construction will be obtained from existing water supply associated with existing industrial warehouses and bores installed on the subject site. If water supply is an issue, water will be trucked in. Water supply on site will be developed to provide the site with a sufficient water supply. Appendix B.5 – Water Availability for SRAIP outlines how the Project will meet water supply needs for development of the precinct and reconfiguration of lots.

2 FLOOD HAZARD OVERLAY CODE

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Table 8.2.6.3.1 – Flood Hazard Overlay Code – for Assessable Development			
PO1 Development siting, layout and access: 1. responds to the potential risk of flooding, including the Flood Hazard Category on the site; 2. maintains personal safety at all times; and 3. mitigates the risk to people and property to an acceptable or tolerable level. *Note - Flood Hazard Category is shown on the Flood Hazard Overlay Map - Category Area OM-06-B.*	**AO1.1** A new building or extension to an existing building is not located in a high hazard category area as shown on the Flood Hazard Overlay Map - Category Area OM-06-B.	**N/A**	**Not applicable** The development is for operational works / Bulk Earthworks and is not for a building or extension to an existing building.
	AO1.2 Residential buildings: 1. are not located on land in a flood hazard area; or 2. where the development cannot be located on land outside the flood hazard area, all floor levels of habitable rooms are elevated a minimum of 500mm above the defined flood level. Non-residential buildings: 1. are not located on land in a flood hazard area; or 2. where development cannot be located on land outside the flood hazard area, all floor levels are constructed above the defined flood level. ***Note** - If part of the site is outside the flood hazard area, this is the preferred location for development.* ***Note** - Building work in a designated flood hazard area must meet the requirements of the relevant building assessment provisions under the Building Act 1975.* ***Editor's Note** - The defined flood level may be obtained from Council through a Flood Level Search where the property is located within the*	**Acceptable outcome**	**Complies** The development is for operational works / Bulk Earthworks and is to support the establishment of industrial development (non-residential buildings) within the flood hazard area. A site-based flood study has been prepared (Appendix B.4) which investigates the impact of the development on the floodplain and demonstrates compliance with the Performance Outcomes and overall outcomes of the planning scheme. Development is generally sited to avoid areas of high risk and is designed to be flood free in events up to and including the 1% AEP CC. Bulk earthworks is to facilitate the required engineering outcomes.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	Defined Flood Event on Flood Hazard Overlay Map - Hazard Area OM-06-A. A site based flood study is required that investigates the impact of the development on the floodplain and demonstrates compliance with the Performance Outcome where a flood level is not available (Investigation Area).		
	AO1.3 Development provides for a road and/or pathway layout that ensures residents are not physically isolated by the defined flood event and provides a safe and clear evacuation route by: 1. locating entry points into the development are located outside the flood hazard area; 2. ensuring all roads in the development are located outside the flood hazard area; 3. avoiding cul-de-sacs or other non-permeable layouts; and 4. providing direct and simple routes to main carriageways.	**Acceptable outcome**	**Complies with acceptable outcome** Development (bulk earthworks) has been designed to have minimal obstruction to the existing flow paths. Personal safety has been minimised by providing the appropriate freeboard. The development will not impact the evacuation route of residents. Emergency management for staff during the construction and operations phase will be managed in accordance with the Flood Emergency Management Plan (Appendix B.12). This plan will be further refined in collaboration with the Local Disaster Management Group, including providing management measures specific to construction/ earthworks phase. The clear and safe access of entry and exit points will be considered during the earthworks phase.
	AO1.4 Development ensures that all buildings have vehicle and pedestrian evacuation routes outside the flood hazard area to facilitate egress from the site.	**Acceptable outcome**	**Complies with Acceptable Outcome** Although development is not for a building bulk earthworks will support construction of industrial buildings as per the SRAIP Development Plan. Emergency management for staff and visitors will be managed in accordance with the Flood Emergency Management Plan (Appendix B.12).
	AO1.5 Development either:	**Performance outcome**	**Complies with performance outcome** A site-based flood study has been prepared (Appendix B.4) which investigates the impact of the development on the floodplain.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	1. does not create additional lots that are located in the flood hazard area; or 2. creates lots that incorporate a building envelope outside the flood hazard area. ***Editor's note*** *- If part of the site is outside the Flood Hazard Area, this is the preferred location for all lots (excluding park or other relevant open space and recreation lots).* ***Editor's Note*** *- Buildings subsequently developed on the lots created will need to comply with the relevant building assessment provisions under the Building Act 1975.*		Development has been designed to have minimal obstruction to the existing flow paths. Personal safety has been minimised by providing the appropriate freeboard. Development is generally sited to avoid areas of the highest flooding risk. Personal safety will be maintained and risk to people and property mitigated as per the Flood Emergency Management Plan (Appendix B.12).
	AO1.6 There is no intensification of residential uses within flood affected areas on land situated below the defined flood event. ***Editor's note*** *- If part of the site is outside the Flood Hazard Area, this is the preferred location for all buildings.*	**N/A**	**Not applicable** The development is for operational works (bulk earthworks) and does not involve intensification of residential uses. The earthworks are required to support industrial development as per the SRAIP Development Plan.
	AO1.7 Development ensures that: 1. signage is provided on a road or pathway indicating the position and path of all safe evacuation routes off the premises; and 2. where the site contains or is within 100m of a floodable waterway, hazard warning signage and depth indicators are provided at key hazard points, such as	**Acceptable outcome**	**Complies with acceptable outcome** Signage will be provided to identify emergency exit points and hazards in conjunction with the actions outlined in the Flood Emergency Management Plan at (Appendix B.12).

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	at floodway crossings or entrances to low-lying reserves.		
	AO1.8 Development is located to support self-evacuation of people and ensure sufficient warning time for the nature of the use.	**Acceptable outcome**	**Complies with acceptable outcome** Development will not impact evacuation routes for nearby residents. A warning system is in place as per the Flood Emergency Management Plan (Appendix B.12), which will be further refined prior to construction and operations. Staff will be aware of emergency and evacuation procedures.
	AO1.9 Development in greenfield areas protects a floodway by providing an easement or reserve over the area of the premises up to the defined flood event.	**Acceptable outcome**	**Complies with acceptable outcome** Development proposes establishment of the Overland Flow Path. The flow path's construction and environmental outcomes to be achieved in the waterway in this instance is outlined in Appendix B.8 (Waterway Barrier Works Technical Report). Construction of the overland flow path is proposed as per Appendix B.2 (Preliminary Engineering Report) and associated operational works drawings.
	AO1.10 Development allows an area within the development site at or above the flood planning level with sufficient space to accommodate the likely population of the development in safety for a relatively short time until flash flooding subsides (if applicable) or people can be evacuated.	**Acceptable outcome**	**Complies with acceptable outcome** The operational works (earthworks) will not impact evacuation routes for nearby residents. Initial stages of the project's construction (earthworks and civil works) will be accessible via existing access off the Cunningham Highway until the time the new SRAIP internal access road intersection with the Cunningham Highway is opened. Construction staff will be aware of emergency and evacuation procedures, as outlined in the SRAIP Flood Emergency Management Plan (B.12). This plan includes a flood warning protocol and identifies appropriate muster locations for staff evacuation in the event of a flood. The plan will be further refined in collaboration with the Local Disaster

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			Management Group, including providing management measures specific to construction/ earthworks phase.
PO2 Development is compatible with the level of risk associated with the flood hazard such that: 1. Vulnerable uses in the high hazard Flood Hazard Category are avoided; 2. Vulnerable uses in the medium or low hazard Flood Hazard Category area mitigates the risk to an acceptable or tolerable level. ***Note** - Flood Hazard Category is shown on the Flood Hazard Overlay Map - Category Area OM-06-B.*	**AO2** Development in high hazard areas is limited to non-Vulnerable uses.	**Acceptable outcome**	**Complies with acceptable outcome** Development is not for a vulnerable use.
PO3 Development is resilient to flood events and supports disaster management response or recovery capacity and capabilities by ensuring design, built form and materials stored on site do not increase the potential for damage on the site or to other properties.	**AO3.1** Materials stored on site: 1. are readily able to be moved in a flood event to a flood free area; and 2. where capable of creating a safety hazard by being shifted by floodwaters, are contained in order to minimise movement in times of flood. ***Note** - Businesses and Animal Husbandry or Cropping uses should ensure that they have the necessary continuity plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to*	**Acceptable outcome**	**Complies with acceptable outcome** Earthworks are designed to withstand expected velocities and flood levels will not affect anything sited within the Precinct. Materials will be appropriately stored and contained within lots that are sited above the 1% AEP CC flood events.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	transfer stock to the upstairs level of a building, an area not affected by flood, or off site). ***Note** - Queensland Government Fact Sheet 'Repairing your house after a flood' provides information about water resilient products and building techniques.*		
	AO3.2 Non-residential buildings and structures allow for flow through of flood waters on the ground floor. ***Editor's Note** - The relevant building assessment provisions under the Building Act 1975 apply to all building work within the Flood Hazard Area and need to take account of the flood potential within the area.*	**Acceptable outcome**	**Complies with acceptable outcome** Industrial lots that bulk earthworks will create are all sited above the 1% AEP CC flood event. No inundation of ground floor would occur at modelled flood scenarios.
PO4 Development avoids the release of hazardous materials into floodwaters	**AO4** Development: 1. involving materials manufactured or stored on site are not hazardous or noxious, or comprise materials that may cause a detrimental effect on the environment if discharged in a flood event; or 2. involving the manufacture or storage of hazardous materials ensures structures are: a. located above the defined flood level; or b. designed to prevent the intrusion of floodwaters; or 3. where a defined flood level is not available, ensures hazardous materials and their manufacturing equipment are: a. located on the highest part of the site to enhance flood immunity; and	**Acceptable outcome**	**Complies with acceptable outcome** Earthworks does not involve the manufacturing or storage of hazardous materials. An erosion and sediment control plan will be implemented as part of the CEMP (refer to Appendix B.13 and Appendix E.4). Industrial lots that bulk earthworks will create are all sited above the 1% AEP CC flood event. Once earthworks are completed, stormwater and associated run-off will be managed in accordance with the Integrated Water Management Plan at Appendix B.4. Additionally, each related use will be subject to their own obligations under applicable ERA's which may include chemical storage and bunding requirements for specific components.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	b. designed to prevent the intrusion of floodwaters. ***Editor's Note*** *- Refer to the Work Health and Safety Act 2011 and associated Regulation and Guidelines, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.*		
PO5 Development supports, and does not burden, disaster management response or recovery capacity and capabilities.	**AO5** Development does not: 1. increase the number of people calculated to be at risk from flooding; or 2. increase the number of people likely to need evacuation; or 3. shorten flood warning times; or 4. impact on the ability of traffic to use evacuation routes, or unreasonably increase traffic volumes on evacuation routes.	**Performance outcome**	**Complies with performance outcome** Disaster management response and recovery during construction will be managed in accordance with the Flood Emergency Management Plan (Appendix B.12). This plan will be further refined in collaboration with the Local Disaster Management Group, including providing management measures specific to construction/ earthworks phase. The development will generally support disaster management response as the construction of additional roads will provide enhanced emergency access to the proposed SRAIP facility.
PO6 Development involving community facilities or infrastructure: 1. remains functional to serve community need during and immediately after a flood event; 2. is designed, sited and operated to avoid	**AO6.1** Any components of infrastructure that are likely to fail to function or may result in contamination when inundated by flood, such as electrical switch gear and motors, telecommunications connections, or water supply pipeline air valves, are: 1. located above the defined flood level; and 2. designed and constructed to exclude floodwater infiltration.	**Acceptable outcome**	**Acceptable Outcome** Development does not involve community facilities. Infrastructure to support the SRAIP (water treatment plants, electricity infrastructure and the like) will be sited within the precinct and above the 1% AEP CC. The only exception to this is the water supply pipeline connecting theon site water storage dam to a pumping location on the Warrill Creek. In this instance, the pipeline will be buried underground and designed and constructed to exclude floodwater infiltration.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
adverse impacts on the community or the environment due to the impacts of flooding on infrastructure, facilities or access and egress routes; 3. retains essential site access during a flood event; and 4. is able to remain functional even when other infrastructure or services may be compromised in a flood event.	**AO6.2** Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by flood.	**Acceptable outcome**	**Complies with Acceptable Outcome** Construction of the water supply pipeline and associated pumping infrastructure on the banks of the Warrill Valley Creek will be appropriately designed to resist hydrostatic and hydrodynamic forces as a result of flood events.
	AO6.3 In new subdivisions and large master planned developments, arterial, sub-arterial or major collector roads are located above a suitable flood immunity level.	**Performance outcome**	**Complies with Performance Outcome** Development is for operational works (bulk earthworks) which will enable new access with the Cunningham Highway. This new road intersection has been designed and approved by the Department of Transport and Main Roads with consideration of the relevant State Codes presented at Appendix A.6 of the RDIAR. A site-based flood study has been prepared (Appendix B.4) which investigates the impact of the development on the floodplain and a Flood Emergency Management Plan has been prepared at Appendix B.12 to address evacuation routes and emergency management.
PO7 Development involving community facilities or infrastructure: 1. remains functional to serve community need during and immediately after a flood event; 2. is designed, sited and operated to avoid adverse impacts on the community or the environment due to the impacts of flooding on	**AO7.1** Development for community services activities or infrastructure is designed to have a minimum flood immunity as prescribed in Table 8.2.6.3.2.	**N/A**	**Not applicable** Development is for operational works (bulk earthworks) and does not support community services activities.
	AO7.2 For all other development being an infrastructure activity not listed in Table 8.2.6.3.2, such development can function effectively during and immediately after flood events.	**Acceptable outcome**	**Not applicable** Development is for operational works (bulk earthworks) supports other development and infrastructure as defined in the SRAIP Development Plan. A site-based flood study has been prepared at Appendix B.4 of the RDAIR which investigates the impact of the development on the floodplain. As bulk earthworks will achieve the required 1% AEP CC freeboard, infrastructure and development within the SRAIP *Plan Area* is expected to function

Performance Outcomes	Acceptable Outcomes	Solution	Comments
infrastructure, facilities or access and egress routes; 3. retains essential site access during a flood event; and 4. is able to remain functional even when other infrastructure or services may be compromised in a flood event.			effectively during and immediately after flood events. The exception to this is the water supply pipeline and pump infrastructure connecting the water storage dam to the banks of the Warrill Valley Creek. As with all existing pump and irrigation infrastructure on this Creek system, infrastructure would be made functional as soon as possible after flood events. Bore water and dam water would be utilised by the precinct during any interruption of the water supply pipeline.
	AO7.3 For all other development being a community services activity not listed in Table 8.2.6.3.2, such development is not located on land inundated during a defined flood event.	**N/A**	**Not applicable** Development is for operational works (bulk earthworks) and does not involve a community services activity.
	AO7.4 The following uses have direct access to low hazard evacuation routes as defined in Table 8.2.6.3.3 Low Hazard Evacuation Routes: 1. Community residence; 2. Emergency services; 3. Hospitals; 4. Residential care facility; 5. Retirement facility; 6. Child care centre; 7. Substation; 8. Utility installations; 9. Community use; 10. Community care centre; 11. Detention facility; 12. Educational establishment; 13. Tourist park; 14. Rooming accommodation; 15. Rural workers' accommodation;	**N/A**	**Not applicable** Development is for operational works (bulk earthworks) and does not involve any of the listed uses. The SRAIP precinct is being managed as an integrated development and a Flood Emergency Management Plan has been prepared at Appendix B.12 to address evacuation routes and emergency management of the SRAIP Plan Area.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	16. Relocatable home park; and 17. Workforce accommodation.		
PO8 Development directly, indirectly and cumulatively avoids any increase in water flow, velocity or flood level and does not increase the potential for damage on site or on other properties.	**AO8.1** In non-urban areas, buildings, infrastructure and building envelopes are set back a minimum of 50 metres from Stream Order 3 and 4, and Stream Order 5 to 7 on the Environmental Significance Overlay Map - Local Watercourses OM-04-E to maintain the natural riparian corridors and their natural function of reducing velocity of flood waters. ***Editor's Note*** *- Fences and irrigation infrastructure (e.g. irrigation tape) in rural areas should be managed to minimise adverse impacts that they may have on downstream properties in the event of a flood.*	**Alternative outcome**	**Alternative outcome proposed** Following variation to the SRPS enabled by the Coordinator-General's evaluation report, land will be classified as an urban area where industrial activities can be established. Bulk earthworks are proposed as per the preliminary engineering plans provided at Appendix B.2 and pursuant to the findings of the site-based flood assessment contained at Appendix B.4 of the RDIAR. The development has maintained existing flow paths/streamlines and discharge points
	AO8.2 Development on land in a flood hazard area either: 1. does not involve a net increase in filling greater than 50m³ where located in a non-urban area; or 2. does not result in any reductions of on-site flood storage capacity and contain within the subject site any changes to depth, duration and velocity of floodwaters; or 3. does not change flood characteristics outside the subject site in ways that result in: a. loss of flood storage; b. loss of/changes to flow paths;	**Alternative outcome**	**Alternative outcome proposed** There may be minor increases to flood levels in some areas as a result of the development (bulk earthworks). No compensatory earthworks are proposed to balance flood storage, however, the development will mitigate impacts to water flow and flood levels by implementing measures. As assessed in the Integrated Water Management Plan (Appendix B.4), flood increases are minor and the development is considered highly unlikely to increase the flood hazard or potential damage to properties. Mitigation measures will be further refined following detailed design and communicated within an updated CEMP and Erosion and Sediment Control

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	c. acceleration or retardation of flows; and d. any reduction in flood warning times elsewhere on the floodplain. ***Note*** *- A hydraulic and hydrology report, prepared by a suitably qualified person can be prepared to demonstrate compliance with this performance outcome.*		Plan. Preliminary measures have been proposed within the integrated water management plan (Appendix B.4). These include: - Construction of a bund on the north boundary to manage water flow - Construction of low flow culverts to reduce velocity - Design of proposed overland flow path to provide additional flood storage capacity - Planting of aquatic vegetation within the proposed overland flow path to reduce flow velocities. - Establishing the industry precinct in low-risk areas
	AO8.3 Where development is located in an area affected by a defined flood event, a hydraulic and hydrology report, prepared by a suitably qualified person, demonstrates that the development: 1. maintains the flood storage capacity on the subject site; 2. does not increase the volume, velocity, concentration or flow path alignment of stormwater flow across sites upstream, downstream or in the general vicinity of the subject site; and 3. does not increase stormwater ponding on sites upstream, downstream or in the general vicinity of the subject site.	**Alternative outcome**	**Alternative outcome proposed** As assessed in the Integrated Water Management Plan (Appendix B.4), Flood increases are minor and the development is considered highly unlikely to increase the flood hazard or potential damage to properties. No compensatory earthworks are proposed to balance flood storage, however, the development will mitigate impacts to water flow and flood levels by implementing measures. Mitigation measures will be further refined following detailed design, and communicated within an updated CEMP and Erosion and Sediment Control Plan. Preliminary measures have been proposed within the integrated water management plan (Appendix B.4). These include: - Construction of a bund on the north boundary to manage water flow - Construction of low flow culverts to reduce velocity - Design of proposed overland flow path to provide additional flood storage capacity

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			- Planting of aquatic vegetation within the proposed overland flow path to reduce flow velocities. - Establishing the industry precinct in low-risk areas
	AO8.4 Works in urban areas associated with the proposed development do not involve: 1. any physical alteration to a watercourse or floodway including vegetation clearing; and/or 2. a net increase in filling (including berms / mounds). ***Editor's note*** *- Berms/mounds are considered to be an undesirable built form outcome and are not supported.*	**Alternative outcome**	**Alternative outcome proposed** No compensatory earthworks are proposed to balance flood storage, however, the development will mitigate impacts to water flow and flood levels by implementing measures. As assessed in the Integrated Water Management Plan (Appendix B.4), Flood increases are minor and the development is considered highly unlikely to increase the flood hazard or potential damage to properties. Mitigation measures will be further refined following detailed design, and communicated within an updated CEMP and Erosion and Sediment Control Plan. Preliminary measures have been proposed within the integrated water management plan (Appendix B.4). These include: - Construction of a bund on the north boundary to manage water flow - Construction of low flow culverts to reduce velocity - Design of proposed overland flow path to provide additional flood storage capacity - Planting of aquatic vegetation within the proposed overland flow path to reduce flow velocities. - Establishing the industry precinct in low-risk areas

Table 8.2.6.3.2 Minimum flood immunity standards for infrastructure

Infrastructure Type	Settlement context^	Floodplain context*	Minimum immunity
Transport Infrastructure			
Any transport infrastructure as defined by the Regulation	**All**	**All**	No specific recommended flood level, but development proponents should ensure that the infrastructure is optimally located and designed to achieve suitable levels of service, having regard to the processes and policies of the administering government agency.
Needing to operate during and immediately after a flood event			
Hospitals and associated institutions Emergency services facility (including police facilities) Water cycle management infrastructure (water treatment plant) Facilities used as an evacuation or recovery facility in addition to their normal function (e.g. sporting facility, community centre, meeting hall)	All	High hazard or limited warning (e.g. less than 24 hours)	Locate outside PMF or other available extreme event (such as 0.2% AEP*, at a minimum)
	All	High hazard and longer warning	Locate outside 0.2% AEP* OR Building floor levels above 0.2% AEP* plus freeboard.
		Lower hazard and longer warning	
Involving vulnerable persons			
Retirement village Residential care facility Facility where an education and care service under the Education and Care Services	Small town/rural settlement	High hazard or limited warning (e.g. less than 24 hours)	Locate outside PMF or other available extreme event (such as 0.2% AEP, at a minimum).
		High hazard and longer warning	Locate outside 1% AEP.

Infrastructure Type	Settlement context^	Floodplain context*	Minimum immunity
National Law (Queensland) is operated or a childcare service under the Child Care Act 2002 is conducted Correctional facility Education establishment		Lower hazard and longer warning	Locate outside 1% AEP. OR Building floor levels above 1%AEP plus freeboard.
	Larger urban centre	High hazard or limited warning (e.g. less than 24 hours)	Locate outside PMF or other available extreme event (such as 0.2% AEP).
		Lower hazard or longer warning	Locate outside 1% AEP.
Needing to operate soon after a flood event			
Cemetery and crematorium Sporting facility, community centre, meeting hall (where not used as an evacuation or recovery facility) Waste management facilities Storage and works depots and similar facilities, including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in this part.	All	High hazard or limited warning (e.g. less than 24 hours)	Locate outside 1% AEP.
		High hazard and longer warning	Locate outside 1% AEP. OR Building floor levels above 1%AEP plus freeboard.
		Lower hazard and longer warning	
Facilities with potential primarily for property loss			
Gallery, museum, library and any other similar community/cultural facility/use	All	High hazard or limited warning (e.g. less than 24 hours)	Locate outside 0.5% AEP.

Infrastructure Type	Settlement context^	Floodplain context*	Minimum immunity
		High hazard and longer warning	Locate outside 1% AEP. OR Building floor levels above 1%AEP plus freeboard.
		Lower hazard and longer warning	
Other infrastructure			
Any other infrastructure as defined by the Regulation	All	All	Unless stated through other infrastructure.

**0.5% AEP for water cycle management infrastructure (water treatment plant)*

Table 8.2.6.3.3 Low Hazard Evacuation Routes

Criteria	Degree of Flood Hazard			
	Low	**Medium**	**High**	**Extreme**
Wading ability	If necessary children and the elderly could wade. (Generally, safe wading velocity depth product is less than 0.25).	Fit adults can wade. (Generally, safe wading velocity depth product is less than 0.4).	Fit adults would have difficulty wading. (Generally, where wading velocity depth product is less than 0.6.)	Wading is not an option.
Evacuation distances	<200 metres	200-400 metres	400-600 metres	>600 metres
Maximum Flood Depths	<0.3 metres	<0.6 metres	<1.2 metres	>1.2 metres

Criteria	Degree of Flood Hazard			
	Low	Medium	High	Extreme
Maximum Flood Velocity	<0.4 metres per second	<0.8 metres per second	<1.5 metres per second	>1.5 metres per second
Typical means of egress	Sedan	Sedan early, but 4WD or trucks later.	4WD or trucks only in early stages, boats or helicopters	Large trucks, boats or helicopters.

3 LANDSLIDE HAZARD AND STEEP OVERLAY CODE

Table 8.2.7.3.1 – Landslide Hazard and Steep Slope Overlay Code – for Accepted and Assessable Development

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Steep Slope Area - Slope Hazard 15.1 - 20% or Steep Slope Area - Slope Hazard 20.1 - 25%, and Landslide Hazard - Medium			
PO1 Development siting and access: ensures the safety of people on sites containing unstable or steep slopes is maintained; and mitigates the potential damage to property to an acceptable or tolerable level.	**AO1** Development involving building, earthworks, vegetation clearing or an increase in the number of people living and working on a site, is undertaken on land identified as a Steep Slope Area - Slope Hazard 15.1 - 20% or Steep Slope Area - Slope Hazard 20.1 - 25%, and Landslide Hazard - Medium, only where a geotechnical stability assessment report, prepared and certified by a Registered Professional Engineer in Queensland (RPEQ), confirms that the proposed development: 1. is designed, located and managed to ensure the safety of people is maintained; 2. is located so that it is geologically stable in the long term and not at risk from landslide; 3. is appropriate for the sloping nature of the site; and 4. that the risk of landslide adversely affecting the subject lot, adjoining properties and the proposed development is at a low level.	**Acceptable outcome**	**Complies with acceptable outcome** Bulk earthworks potentially intersect two small areas defined on the Landslide Hazard and Steep Slope Overlay – Steep Slope mapping (OM-07-A.1). Importantly, development is no located within the Landslide Hazard overlay OM-07-B.1). The two instances where earthworks may intersect with the steep slope overlay (OM 7A) are unlikely to be reflective of the actual topography of the site. For example, one of these mapped areas occurs over an area of land subject to previous bulk earthworks. Notwithstanding this, a geotechnical stability assessment report will be prepared and certified by a Registered Professional Engineer in Queensland (RPEQ) prior to commencement of works. The advise and report from the engineer will firstly confirm the accuracy of the mapping and inform any changes to the earthworks methodology.

	Note *- Certification is to consider all relevant matters including but not limited to safety of persons using the site, adjacent land stability impacts, rockfall, development siting and layout, vegetation and vegetation removal, waste disposal areas, stormwater management, earthworks, driveways, car parking and manoeuvring areas.*		Detailed design phase will consider personal safety, geological stability and risk from landslide in the siting and management of works. The development will be managed in a way that keeps the risk of landslide at a low level.

Table 8.2.7.3.2 – Landslide Hazard and Steep Slope Overlay Code – for Assessable Development

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Landslide Hazard and Steep Slope Constraints (Slope Hazard over 25% and Landslide Hazard Area - High and Very High)			
PO1 Development is not located in areas of intolerable landslide risk.	**AO1** Development is not undertaken on land identified as: 1. Steep Slope Area - Slope Hazard Over 25%; or 2. Landslide Hazard Area - High and Very High; unless: a. a location with less slope and/or less geological instability risk is not available on the site for the development; and b. a geotechnical stability assessment report undertaken by a suitably qualified person certifies that the development: i. is designed, located and managed to ensure the safety of people is maintained; ii. is located so that it is geologically stable in the long term and not at risk from landslide; iii. is appropriate for the sloping nature of the site; and	**Acceptable outcome**	**Complies with acceptable outcome** A geotechnical stability assessment report will be prepared and certified by a Registered Professional Engineer in Queensland (RPEQ) prior to commencement of construction. During the detailed design phase, if it is found that bulk earthworks are required/unavoidable within the 'Steep Slope Area – Slope Hazard over 25%' area, appropriate management measures or alternative designs will be explored to ensure that operational works are not introducing intolerable landslide risk.

	iv. that the risk of landslide adversely affecting the subject lot, adjoining properties and the proposed development is at a low level; v. can manage the evacuation of people if involving institutional uses. ***Note*** *- A geotechnical stability assessment report, prepared and certified by an RPEQ, is to consider all relevant matters including but not limited to safety of persons using the site, adjacent land stability impacts, rockfall, development siting and layout, vegetation and vegetation removal, waste disposal areas, stormwater management, earthworks, driveways, car parking and manoeuvring areas.*		
Specific Land Uses			
PO2 Development involving vulnerable uses: 1. is only established or expanded in areas of low or no risk; and 2. is not likely to burden disaster management response or recovery capacity and capabilities by having:	**AO2** A vulnerable use is not established or expanded in areas designated: 1. Landslide Hazard Area - High; or 2. Landslide Hazard Area - Very High; or Steep Slope Area — Slope Hazard Over 25%.	**N/A**	**Not applicable** The development does not involve the establishment or expansion of a vulnerable use.

a. an increased number of people calculated to being at risk from land instability or landslide; b. increase the number of people likely to need evacuation; and impact on the ability of traffic to use evacuation routes, or unreasonably increase traffic volumes on evacuation routes in higher risk areas.			
PO3 The manufacture or storage of hazardous material in bulk is not located on land, or in the immediate surrounds of land, with a slope in excess of 15%, or in a Landslide Hazard Area.	**AO3** No acceptable outcome prescribed.	**Performance outcome**	**Complies with performance outcome.** The development will not involve the manufacturing or storage of hazardous material in the immediate surrounds of land with a slope in excess of 15%. .
PO4 Development involving infrastructure activities includes measures identified by a site-specific geotechnical stability assessment report prepared by a suitably qualified person that ensures: 1. infrastructure activities are able to function effectively during and immediately after landslide events; 2. the long term stability of the site including associated buildings and infrastructure; 3. access to the site will not be impeded by a landslide event; and	**AO4** No acceptable outcome prescribed.	**Performance outcome**	**Complies with performance outcome** Development will include construction of the water storage dam. This dam has been designed by a suitably qualified engineer and will be informed by geotechnical stability assessment to address PO4.

the infrastructure activities will not be adversely affected by landslides originating from other land including land above the site.			
Built form			
PO5 Development in Steep Slope Areas and Landslide Hazard Areas incorporates measures to minimise landslide risk level for the development site and for areas immediately surrounding the development site without significantly altering the characteristics of the land.	**AO5.1** Development located in a Steep Slope Area is located on the least steep part of the subject site.	**Acceptable outcome**	**Complies with acceptable outcome** Bulk earthworks will avoid steep slope areas with detailed design phase confirming assumptions of the preliminary engineering report.
	AO5.2 Existing vegetation is retained on land with a slope of 15% or greater.	**Acceptable outcome**	**Complies with acceptable outcome** Earthworks and associated vegetation clearing avoids steep slope areas. Vegetation will be retained on steep slopes where possible in accordance with the Ecology Report (Tree retention plan) at Appendix E.1.
	AO5.3 Development creates minimal disturbance to the natural ground levels.	**Performance outcome**	**Complies with performance outcome** Development will incorporate mitigation measures in accordance with the RPEQ geotechnical report recommendations to minimise landslide risk level if necessitated.
Stormwater Drainage			
PO6 Development ensures that stormwater runoff does not: 1. increase the susceptibility of the site to landslide; and	**AO6** Stormwater drainage (including roof guttering and rainwater tank overflows) is managed to avoid an increase in on-site groundwater,	**Acceptable outcome**	**Complies with acceptable outcome** Stormwater will be managed on site during the construction phase in accordance with the Construction Environmental Management Plan

does not cause detriment to the natural environment or to any other lots.	ponding of water and water concentration into slopes and discharges to a lawful point of discharge.		(CEMP) and Erosion and Sediment Control Plan (ESCP). These plans will be further refined following detailed design and prior to commencing construction.
Wastewater			
PO7 Wastewater disposal does not create or increase the likelihood of instability of the site or neighbouring sites.	**AO7** Development ensures that: 1. where sewerage reticulation is available, wastewater is disposed of via a connection to sewerage reticulation; or 2. where sewerage reticulation is not available on site: a. subsurface disposal of effluent is not used; and b. effluent disposal areas are located in areas so as not to cause potential instability on site or on a neighboring site. ***Note** - Certification is to be provided by a RPEQ, confirming that the location of the effluent disposal areas is appropriate for the sloping nature of the site.*	**Acceptable outcome**	**Complies with acceptable outcome** During construction, the development is unlikely to result in any generation of wastewater. Potable toilets and existing toilet facilities on the site will be used during the earthworks / construction phases of the project. During precinct operations, wastewater on the site will be developed with sufficient onsite wastewater disposal to meet the needs of the SRAIP. Appendix B.6 – Onsite Wastewater Management Report (ERA 63) outlines the most practical options for wastewater management and disposal for the full Project. The siting of the wastewater disposal area will consider the conditions of the environmentally relevant activity, topography and geotechnical findings.
Vehicle and pedestrian access			
PO8 Development provides that vehicle and pedestrian access is designed and located to address slope stability issues and control of erosion.	**AO8.1** Development is positioned on a site so that: 1. vehicle and pedestrian access avoids areas identified as:	**Acceptable outcome**	**Complies with acceptable outcome** There will be no public vehicle or pedestrian access on the site during the construction/ bulk earthworks phase.

	a. Steep Slope Area - Slope Hazard over 25%; and b. Landslide Hazard Areas; and **c.** the amount and depth of any excavation required to construct internal vehicle and pedestrian access is minimised.		Construction traffic will be limited to dedicated access tracks which will not be situated on steep slope areas. Proposed access roads through the Rural Precinct of the SRAIP Plan Area will provide access to the composting activity and neighbouring quarry activities. Design and construction of these access roads will avoid steep areas identified on the overlay mapping where possible and be suitably designed and constructed to address any potential geotechnical risks including erosion. Ultimately safe movements for heavy vehicles (including firefighting trucks) is needed to be provided. Accordingly, roads will be constructed to achieve requirements of the *Fire Hydrant and Vehicle Access Guidelines for Residential, Commercial and Industrial Lots and DTMR's Road Planning and Design Manual*.
	AO8.2 Paths, driveways and roads: 1. are designed to: a. follow natural contours and have the minimum length necessary; b. minimise the number of crossings of water courses and drainage lines; and c. allow for traffic to enter and leave the site in a forward gear; and	**Acceptable outcome**	**Complies with acceptable outcome** There will be no public vehicle or pedestrian access, including paths, driveways and roads, within the site during the construction/ bulk earthworks phase. Construction traffic will be limited to dedicated access tracks which will not be situated on steep slope areas. Construction access tracks will be designed to follow natural contours

	2. be sealed with asphalt, concrete or another type of hardstand where traversing a slope greater than 10%; and **3.** do not traverse land with a slope exceeding 25%.		and minimise water crossings where possible. The stability of construction tracks will be managed in accordance with the updated CEMP and ESCP. Following bulk earthworks, access roads are proposed through the Rural Precinct of the SRAIP Plan Area to provide access to the composting activity and neighbouring quarry operators. Design and construction of roads will follow natural contours where able, will be sealed if proposed on sloped greater than 10%, minimise crossings of waterways, allow for safe manoeuvrability of heavy vehicles in forward gear and will not traverse land with a slope greater than 25%. Roads will be constructed to achieve requirements of the *Fire Hydrant and Vehicle Access Guidelines for Residential, Commercial and Industrial Lots and DTMR's Road Planning and Design Manual*.
Operational works			
PO9 Operational works (not associated with building work), is minimised and must not; 1. adversely affect slope stability; or 2. cause geological instability; 3. create erosion potential; or	**AO9.1** Development involving operational works is supported by a RPEQ certified geotechnical report, which: 1. adequately addresses and documents the site's geotechnical stability and constraints;	**Acceptable outcome**	**Complies with acceptable outcome** A geotechnical stability assessment report will be prepared and certified by a Registered Professional Engineer in Queensland (RPEQ) prior to commencement of construction.

create a potential risk to structures or personal safety.	2. incorporates necessary mitigation measures so that the level of landslide risk to property and persons is low; **3.** ensures surface waters are managed and will not cause erosion both during the works being undertaken, and in an ongoing basis.		Bulk earthworks will be carried out in accordance with the mitigation measures and recommendations outlined in the RPEQ certified geotechnical report. Water and erosion will be managed in accordance with the updated CEMP and ESCP.
	AO9.2 Development creates minimal disturbance to the natural ground levels.	**Alternative outcome**	**Proposed alternative outcome** Impacts to stability and increased erosion potential will be mitigated by implementing measures outlined in the updated CEMP and ESCP. Earthworks have been designed and planned to minimise natural ground disturbance whilst maximising needed flood storage capacity of the proposed overland flow path.
Vegetation			
PO10 To minimise the risk of landslide, land instability, degradation of slopes, erosion or scouring, development: 1. creates minimal disturbance to existing vegetation significant to the stabilisation of the land; and revegetates areas to increase the stabilisation of the land.	**AO10** Development: 1. retains vegetation in slopes, gullies, existing and potential landslip areas; and 2. revegetates slopes, gullies, existing and potential landslip areas with: a. grasses; b. dense landscaping; or c. a combination of a. and b. ***Note*** *- Vegetation management is to be considered by a RPEQ in a Geotechnical Stability Assessment Report.*	**Acceptable outcome**	**Complies with acceptable outcome** Disturbance of vegetation will be carried out in line with the updated CEMP and ESCP. The development will retain vegetation on slopes and gullies where possible. Disturbed areas will be stabilised as soon as possible using temporary erosion controls or rehabilitation measures. Progressive revegetation will be carried out on slopes, gullies and potential landslip areas.

PO11 Development for community services activities: a. is not at risk from landslide hazards; or will function without impediment from a landslide; **b.** provides access to the infrastructure without impediment from the effects of a landslide **c.** does not contribute to elevated risk of landslide to adjoining properties.	**AO11** Development involving community services activities includes measures identified by a site-specific geotechnical assessment prepared by a competent person that ensures: a. the long-term stability of the site including associated building and infrastructure **b.** access to the site will not be impeded by a landslide event, and **c.** the community infrastructure will not be adversely affected by landslides originating from other land, including land above the site.	**N/A**	**Not applicable** The development does not involve a community services activity.
Reconfiguring a lot			
PO12 Development involving reconfiguration of a lot: 1. has a low level of landslide risk; **2.** does not increase the landslide hazard risk for adjoining and nearby sites; and **3.** does not result in an increase in the number of people living, congregating or working on land in high risk areas.	**AO12.1** Additional lots are not created in: 1. Landslide Hazard Area - High; or 2. Landslide Hazard Area - Very High; or **3.** Steep Slope Area — Slope Hazard Over 25%.	**N/A**	**Not applicable** Earthworks will establish land for industrial development subject to the SRAIP Development Plan. Reconfiguration of lots is solely regulated by the SRAIP Development Plan and associated codes.
	AO12.2 Development does not involve reconfiguring a lot for a vulnerable use.	**N/A**	**Not applicable** Earthworks will establish land for industrial development subject to the SRAIP Development Plan. Reconfiguration of lots is solely regulated by the SRAIP Development Plan and associated codes.
	AO12.3 Retaining walls have a maximum height of 1.5 metres.	**N/A**	**Not applicable** Earthworks will establish land for industrial development subject to the

			SRAIP Development Plan. Reconfiguration of lots is solely regulated by the SRAIP Development Plan and associated codes.
	AO12.4 Development involves minimal disturbance to the natural ground levels.	**N/A**	**Not applicable** Earthworks will establish land for industrial development subject to the SRAIP Development Plan. Reconfiguration of lots is solely regulated by the SRAIP Development Plan and associated codes.
PO13 Reconfigured lots provide building envelopes that: 1. are large enough to at least accommodate a dwelling house, outdoor recreation area, water supply/storage, and on site wastewater treatment system (where not connected to the reticulated network); 2. are geologically stable in the long term and does not increase the rock fall or landslide risk for adjoining and nearby sites; and 3. do not impose unreasonable building constraints for future uses; **4.** would not result in the removal of vegetation important to ground stability; and **5.** achieves a safe and efficient access by vehicles and pedestrians to a formed legal road access.	**AO13.1** Reconfigured lots intended to accommodate a future dwelling house provides a building envelope: 1. with a minimum area of 1,000m^2; 2. with a minimum dimension of 18 metres; 3. on land with a slope less than 15.1%; 4. is demonstrated to have a low level of landslide risk; and **5.** provides any benching or retaining walls at a maximum height of 1.5 metres.	**N/A**	**Not applicable** Earthworks will establish land for industrial development subject to the SRAIP Development Plan. Reconfiguration of lots is solely regulated by the SRAIP Development Plan and associated codes.
	AO13.2 Reconfigured lots intended to accommodate uses other than a dwelling house provides a building envelope: 1. with a minimum area of 1,000m^2; 2. with a minimum dimension of 18 metres;	**N/A**	**Not applicable** Earthworks will establish land for industrial development subject to the SRAIP Development Plan. Reconfiguration of lots is solely regulated by the SRAIP Development Plan and associated codes.

	3. on land with a slope less than 15.1%; 4. that has an area large enough to facilitate the proposed use, car parking, water supply/storage and on site wastewater treatment system (where not connected to the reticulated network); 5. is demonstrated to have a low level of landslide risk; and **6.** provides any benching or retaining walls at a maximum height of 1.5 metres.		
	AO13.3 The building envelope is connected to a constructed public road by a driveway or road that: 1. is designed to: a. follow natural contours and have the minimum length necessary; and b. minimise the number of crossings of water courses and drainage lines; and 2. be sealed with asphalt, concrete or another type of hardstand where traversing a slope greater than 10%; and **3.** does not traverse land with a slope exceeding 25%.	**N/A**	**Not applicable** Earthworks will establish land for industrial development subject to the SRAIP Development Plan. Reconfiguration of lots is solely regulated by the SRAIP Development Plan and associated codes.
	AO13.4 The building envelope is located in an area that: **1.** does not require the removal of vegetation; or	**N/A**	**Not applicable** Earthworks will establish land for industrial development subject to the SRAIP Development Plan. Reconfiguration of lots is solely

	2. is located in an area with a slope less than 15.1% slope		regulated by the SRAIP Development Plan and associated codes.

APPENDIX D LANDSCAPE DESIGN PLAN

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Appendix to be included into report upon completion by ALGA later in December.

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