APPENDIX D.4 Lot 12 Development Permit for Material Change of Use – High Impact Ag-Industry and Warehouse

APPENDIX D.4.1 PLANNING ASSESSMENT













SCENIC RIM
AGRICULTURAL INDUSTRIAL PRECINCT

A project by Kalfresh

Development Assessment Report – Lot 12

Material Change of Use for High Impact Industry and Warehouse

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

epic ENVIRONMENTAL

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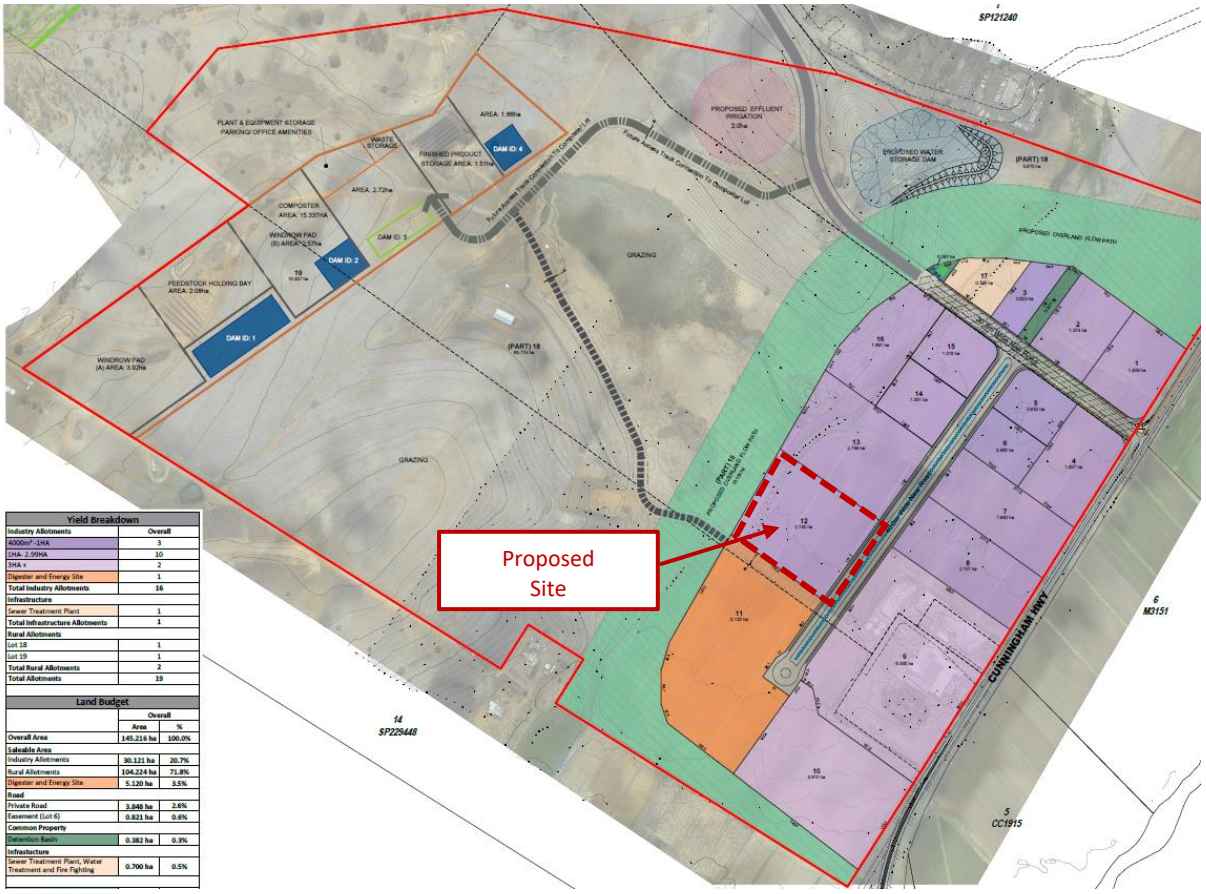
1 PROPOSAL SUMMARY

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

- Development Permit for Material Change of Use (MCU) for High Impact Industry and Warehouse (Value-Add Fresh and Frozen Vegetable and Cold Store Warehousing Facility).

The SRAIP Development Plan varies the effect of the Scenic Rim Planning Scheme 2020, that is in effect at the time a Development Application is made (current as of 30 June 2023), to accommodate a range of industrial activities located in a specialised industrial hub with an agricultural connection (agri-focus).

The proposed High Impact Industry use is an agricultural industry use, which will include the processing, packaging, storage and distribution of fresh and frozen vegetables. The development is located on proposed Lot 12 within the Industry Precinct of the SRAIP Development Plan Area as shown in **Figure 1**.



Yield Breakdown	
Industry Allotments	Overall
4000m² -1HA	3
1HA- 2.99HA	10
3HA +	2
Digester and Energy Site	1
Total Industry Allotments	16
Infrastructure	
Sewer Treatment Plant	1
Total Infrastructure Allotments	1
Rural Allotments	
Lot 18	1
Lot 19	1
Total Rural Allotments	2
Total Allotments	19

Land Budget	Overall	
	Area	%
Overall Area	145.216 ha	100.0%
Saleable Area		
Industry Allotments	30.121 ha	20.7%
Rural Allotments	104.224 ha	71.8%
Digester and Energy Site	5.120 ha	3.5%
Road		
Private Road	3.848 ha	2.6%
Easement (Lot 6)	0.821 ha	0.6%
Common Property		
Detention Basin	0.382 ha	0.3%
Infrastructure		
Sewer Treatment Plant, Water Treatment and Fire Fighting	0.700 ha	0.5%

Figure 1. Proposed Warehouse (Lot 12) and overall SRAIP concept plan

This assessment is supported by the following documentation:

- **Appendix A** SRAIP Code Responses
- **Appendix B** Scenic Rim Planning Scheme Code Responses

In considering this application, the assessment manager should have regard to the Revised Draft Impact Assessment Report (RDIAR) for the Scenic Rim Agricultural Industrial Precinct project dated 27 September 2023. Relevant RDIAR Appendices specific to this application are contained within:

- D.4.2 Lot 12 Architectural Plans
- A.3 LVIA

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 *State Development and Public Works Organisation Act 1971* (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 this development application. 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 (**Figure 2**).

The High impact industry use and warehouse is proposed to be constructed within the SRAIP over proposed Lot 12, created as part of the Phase 2 Stage 3 subdivision. It will be accessed via the internal private access roads within the SRAIP community title subdivision. The proposal is situated within the Industry Precinct of the SRAIP Development Plan area as show in **Figure 3.**

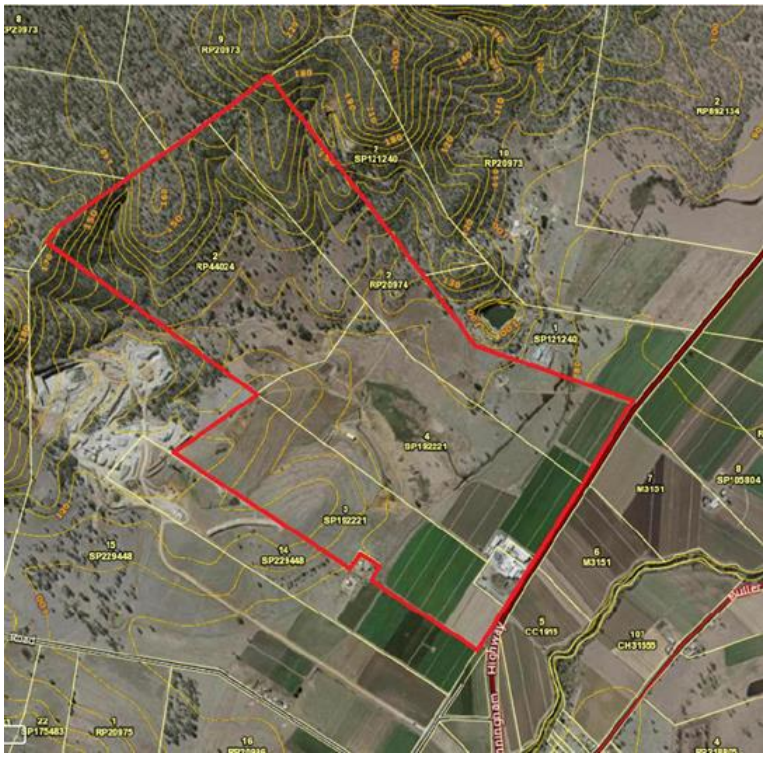


Figure 2. Proposed SRAIP Location

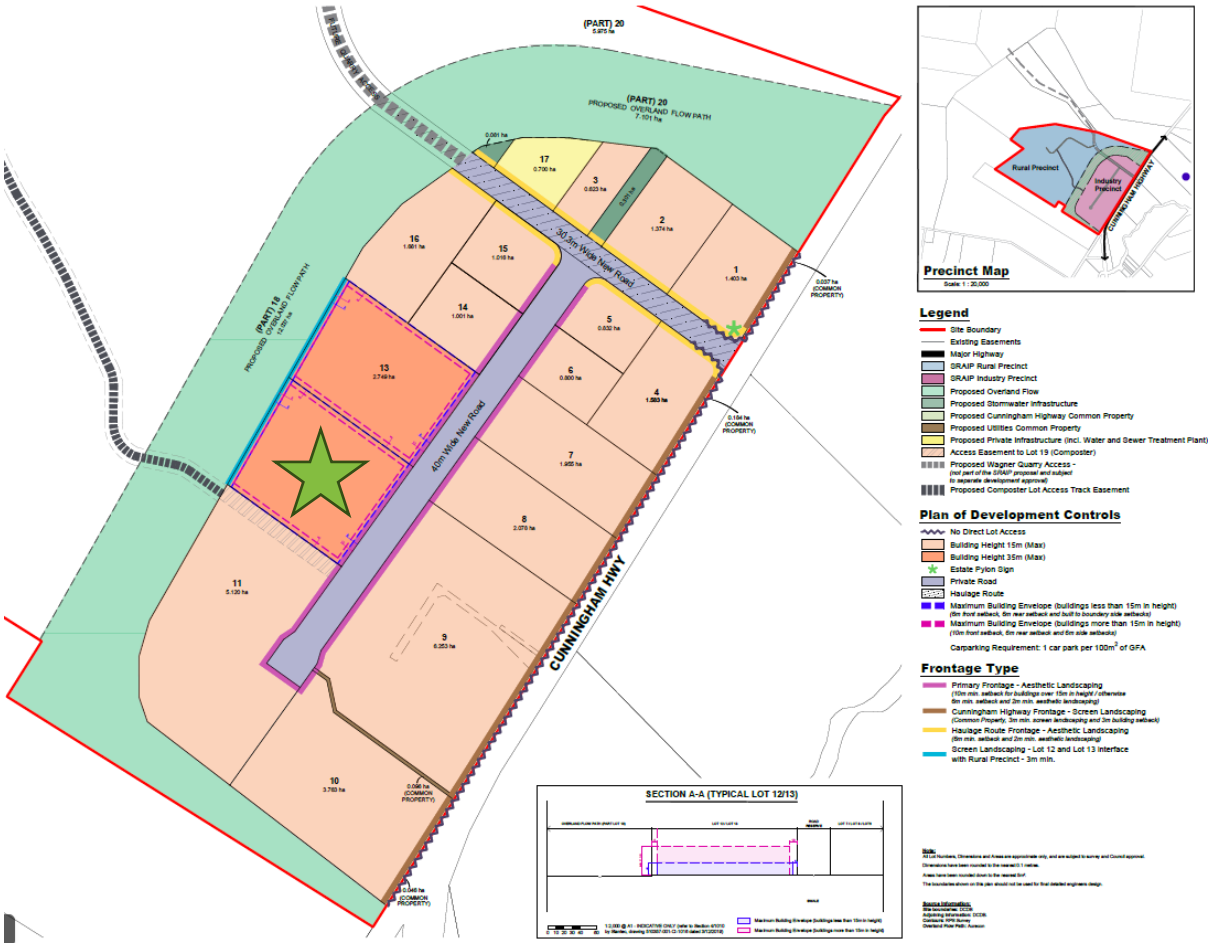


Figure 3. High impact warehouse on Lot 12

Table 1 provides further information about the subject site.

Table 1. Site Details

Real Property Description:	Prior to reconfiguration - Lot 4 on SP192221 (**Figure 2**) Following Phase 2 Stage 3 reconfiguration – Lot 12 as shown in (**Figure 3**).
Total Site Area:	2.745 ha
Land Owner:	Kallium Pty Ltd (A.C.N. 100 406 157)
Existing Use:	Prior to Phase 2, Stage 1 subdivision, Lot 12 was used for cropping activities supporting existing agricultural processing activities on lot 9.
Contaminated Land Register:	The subject site is not contained on the Contaminated Land / Environmental Management Register.
Topography:	The site is generally flat and is situated at approximately 85 m AHD with bulk earthworks for the industry precinct achieving 1% AEP CC flood immunity.
Vegetation:	Refer to the Ecology Assessment report at Appendix E.1 of the RDIAR. Lot 12 is devoid of vegetation. Bulk earthworks associated with the reconfiguration has established developable land.
Waterways:	All stormwater is managed in accordance with the Integrated Water Management Plan (Appendix B.4 of the RDIAR) which includes a system of bioretention basins before being released by lawful point of discharge.
Road Frontage:	The site is accessed via the internal private access road.
Services:	The site will be adequately serviced by the existing power and road infrastructure accessible to the site. 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. 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 seeks a Material Change of Use (MCU) for High Impact Industry use and warehouse. High Impact Industry is defined within the SRAIP Development Plan and subject to code assessment if involving high impact industry with an agri-focus, or with high impact agriculture industries use. Warehouses are code assessable when involving Warehouses with an agri-focus.

Table 2 outlines the development particulars for the proposed facility.

Table 2. Development Particulars

Site Area:	2.745 ha	
Gross Floor Area:	Production building (2 levels): Freezer: Staging area: Offices (2 levels): Receivals Office (1 level): TOTAL GFA:	5,293 m2 3,600 m2 2,040 m2 980 m2 137 m2 12,050 m2
Building Height:	Maximum 35 m	
Car Parking:	148 spaces including 2 PWD spaces 24 truck parking spaces Additional 5 motorbike spaces are also proposed	
Access:	Access to the proposed office car park is via a crossover to the internal SRAIP road at the southern end of the lot frontage. Truck entry and egress is provided at the northern end of the lot frontage.	

Under the SRAIP Development Plan, high impact agriculture industries means - *the use of premises for High impact industry involving only:*

1. *The processing, brewing, smoking, drying, curing, milling, bottling or canning food, beverages or pet food, greater than 500 tonnes per annum; or*
2. *Vegetable oil or oilseed processing in works with a design production capacity of greater than 1,000 tonnes per annum; or*
3. *Distilling alcohol in works producing greater than 2,500 litres of alcohol product per annum and less than 10,000 litres of alcohol product per annum*

The proposed High Impact Industry use is an ag-industry use, which will include the processing, packaging, storage and distribution of fresh and frozen vegetables on-site. Fully developed, the facility has capacity to accept over 100,000 tonnes of produce annually, with space for pallet storage in the automated temperature-controlled cold store. This facility will deliver new diversified market opportunities to regional producers, utilising more of their crops, particularly in times of crop surplus. The processing element of the proposal is the trigger for the High Impact Industry use. The production part of this facility will enable the value-adding of fresh vegetables for ready-to-eat fresh and frozen products in an efficient industry-leading system that minimises the time from paddock to packet. The proposed warehouse layout is shown in **Figure 4** and **Figure 5.**

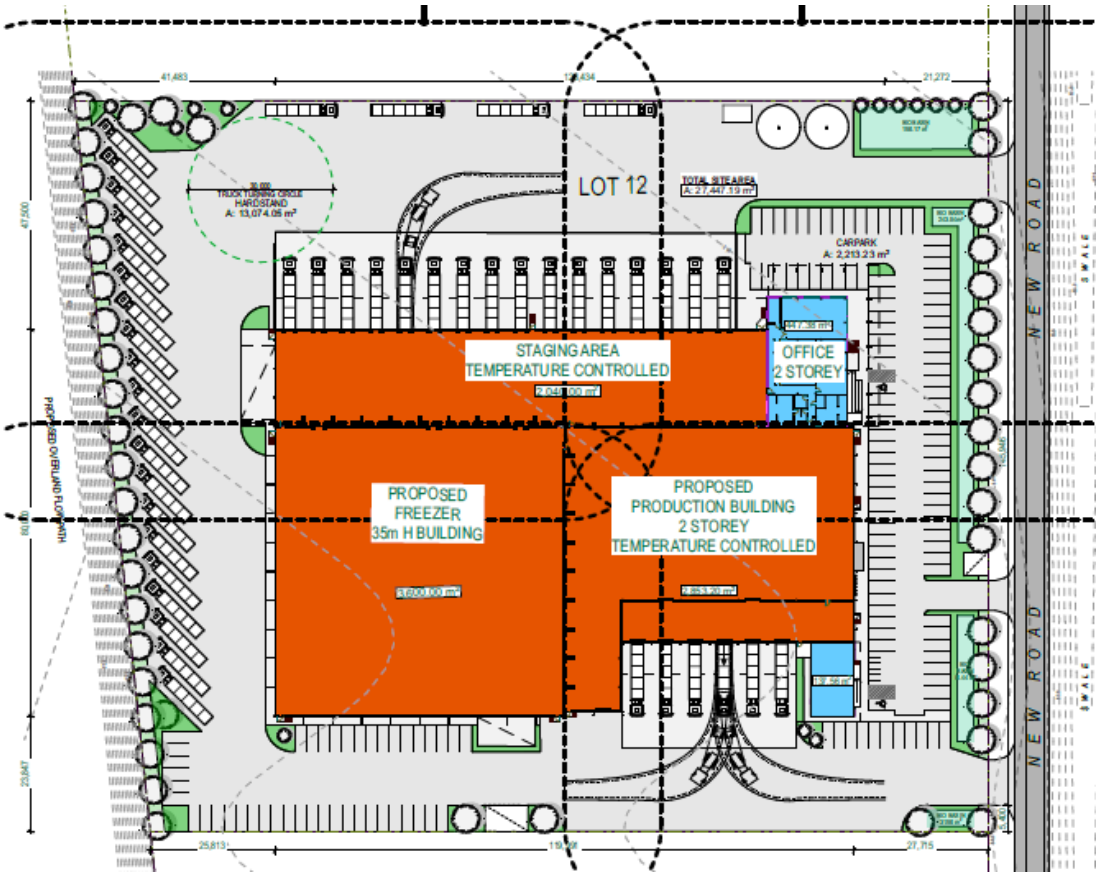


Figure 4. Site plan of proposed high impact industry and warehouse on Lot 12

Figure 5. Southeast elevation of proposed high impact industry and warehouse on Lot 12.

The 12,370 m^2 building will house Individual Quick Freezing (IQF) lines, 980 m^2 of office space and carparking for 147 cars. The design includes a temperature-controlled staging area with direct access to truck loading bays.

The production building is a temperature-controlled space which contains equipment/plant to process vegetables including peas, beans, corn, cauliflower and broccoli. Processing plant also collects the waste material produced.

The cold store processing and production portion of the building reaches a maximum building height of 35 m as illustrated in **Figure 5** and within the Proposal Plans at Appendix D.4.2 of the RDIAR. Lot 12 is one of two lots within the SRAIP where it is proposed to allow building heights of up to 35 m. This height is required to enable the most efficient operation of automated cold-store buildings, as typically utilised in other temperature-

controlled food manufacturing of this nature. Without this height, buildings would need to become wider, ultimately reducing the efficiency of cooling systems and increasing internal transport distances for automated robots (increasing power consumption). The height is also required to achieve critical mass of pallet stacking in an automated facility which is in the vicinity of 15-20 pallets.

The proposed building includes a freezer building with automated high bay racking system. The freezer stores the value-added vegetables processed in the adjoining building. Both freezer and production building abuts the staging area at the northern part of the building. The staging area is also a temperature-controlled space, which facilitates the movement of products from the buildings onto the trucks. Trucks can enter the staging area via sixteen (16) docks provided at the northern side of the building.

Ancillary office is located in the northeastern corner of Lot 12 and to the right of the proposed unloading docks for the purpose of managing receivals. Access to the office is provided via stairs or ramp fronting the docks. It can also be accessed from the car parking area facing the SRAIP internal road via entrance at the eastern façade and through the materials in area. The office is two storeys in height which allows for a human-scale interface to the SRAIP internal road to be established in front of the 35 m cold store warehouse. The ancillary office has a GFA of 137.71 m2. It contains four individual rooms, a waiting area, a general office area and a restroom accessible to person with disability (PWD).

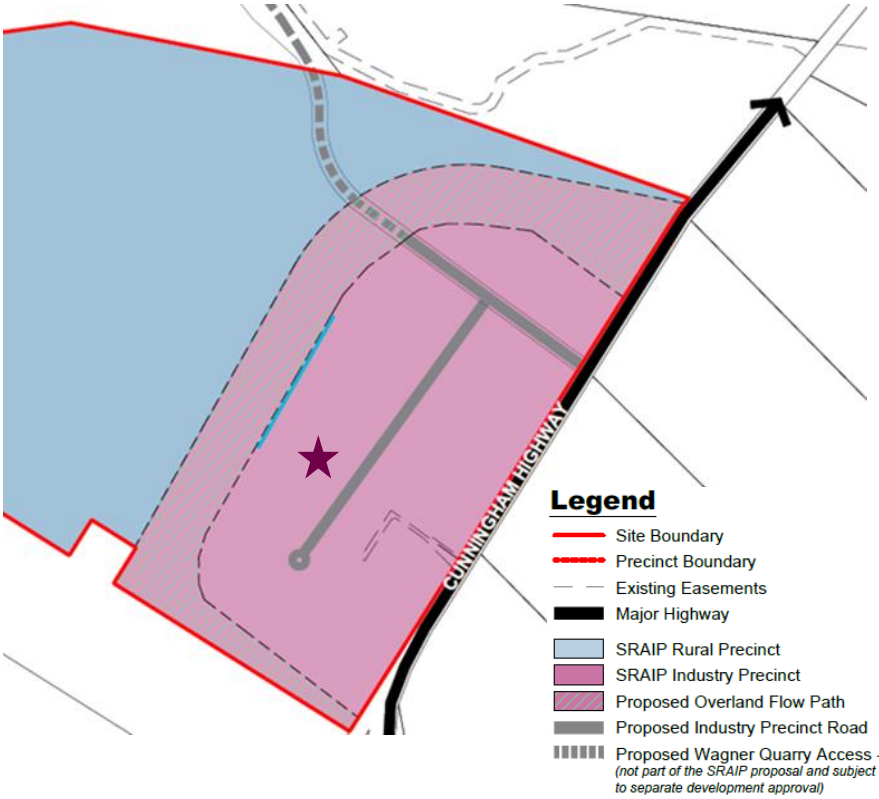
The site provides for 24 truck parking spaces, in addition to the 23 docking spaces. 148 car parking spaces, including two PWD spaces, are provided as required. Five parking spaces for motorcycles are also available on site.

The site has three crossovers to the internal SRAIP road. The north and south crossovers are intended for heavy vehicle movements and provide direct access to the loading and unloading areas of the cold store warehouse. A truck turning circle with a 30 m diameter is provided at the northwestern corner to facilitate truck movement within the site. The ‘middle’ crossover is dedicated for car, motorcycle or bicycle parking only, catering specifically to staff and visitors.

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	The Scenic Rim Agricultural Industrial Precinct Development Plan (Appendix A.5 of the RDIAR) varies the effect of the Scenic Rim Planning Scheme 2020 that is in effect at the time this Development Application is made (current as of 30 June 2023).
Zoning	The subject site is situated in the Industry Precinct of the SRAIP Development Plan. The purpose of the SRAIP is to *establish a regionally significant specialised agri-focused precinct for food, beverages, and fibre, through the processing of raw materials and value-added production*.  **Figure 6. SRAIP Precincts**

4.2 SRAIP Development Plan (Variation Approval)

The SRAIP Development Plan (Appendix A.5 of the RDIAR) is the proposed Variation Approval to the Scenic Rim Planning Scheme 2020 . If endorsed, the SRAIP Development Plan will have the effect of varying the planning scheme on the land and establishes a new assessment framework (level of assessment and assessment benchmarks) to enable the SRAIP to occur. Proposed Lot 12 is designated within the SRAIP Industry Precinct.

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 of 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 proposed high impact industry and warehouse on Lot 12 is entirely consistent with the strategic intent of the SRAIP Industry Precinct as it provides a facility to expand Kalfresh's existing offices on site and therefore intrinsically linked with the intent of the SRAIP as an agricultural industrial hub.

The proposed maximum building height of 35 m is acceptable on lot 12, with the findings of the locational visual impact assessment (LVIA) provided at Appendix A.3 of the RDIAR.

As described above and in the Code Assessment in **Appendix A**, the proposed Warehouse on Lot 12 is consistent with the purpose and overall outcomes for the Industry Precinct.

Table 4 outlines the relevant provisions of the SRAIP Development Plan in relation to the proposed warehouse on proposed Lot 12.

Table 4. Relevant SRAIP Provisions

SRAIP Development Plan	The SRAIP Development plan designates proposed Lot 12 for development of industrial uses.
SRAIP Code	The SRAIP Code applies to the SRAIP Industry 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: (i) support industry activities; and (ii) 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 against the SRAIP Code is held at **Appendix A**.
Level of Assessment:	An application seeking Development Permit for Material Change of Use for Warehouse, High Impact Industry Use (ag-industry) in the Industry Precinct is subject to Code Assessment, assessable against the following codes: • SRAIP Development Code (**Appendix A)** • Earthworks, Construction and Water Quality Code (**Appendix B)**

	• General Development Provisions Code (**Appendix B)** • Infrastructure Design Code (**Appendix B)** • Parking and Access Code (**Appendix B)** • Landscaping Code (**Appendix B)** The relevant SRAIP Development Codes are addressed within the code response tables at **Appendix A**. The applicable Scenic Rim Planning Scheme codes required to be assessed as per the SRAIP Development Plan are addressed within the code response tables in **Appendix B.**

5 CONCLUSION

The application seeks approval for establishing a high impact industry use and warehouse and ancillary office on proposed Lot 12. The warehouse is a key element of the SRAIP proposal and has been subject to detailed design and preparation of all required management plans to facilitate assessment of the proposed use.

This development application is sought in conjunction with the larger SRAIP approval in its entirety and needs to be assessed accordingly. It is recommended that approval be granted subject to reasonable and relevant conditions.

APPENDIX A SRAIP 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.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Development comprises High Impact Industry and Warehouse (Value-Add Fresh and Frozen Vegetable and Cold Store Warehousing Facility) on lot 12 within the SRAIP Industry precinct.
	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).	**NA**	**Not Applicable** The subject site is not located in the Rural Precinct.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	AO1.3 Infrastructure activities in the Industrial Precinct is limited to: i. *Renewable energy facility* (*SRAIP biodigestion*).	**NA**	**Not Applicable** The SRAIP biodigestion is proposed on lot 11.
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 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*.	**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.*	**NA**	**Not Applicable** The development is not considered low impact industry.
	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.*	**NA**	**Not Applicable** The development is not considered medium impact industry.
	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.*	**Acceptable Outcome**	**Complies with Acceptable Outcome** The development is for High Impact Industry involving a value-add fresh and frozen vegetable processing / cold store warehousing Facility.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			These are considered high impact agricultural industries.
	AO2.4 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.*	**NA**	**Not Applicable** The development does not involve any research and technology industry.
	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.*	**Acceptable outcome**	**Complies with Acceptable Outcome** Development involves a warehouse. Goods processed, stored and distributed on-site have an agri-focus. The use will involve the processing, packaging, storage and distribution of fresh and frozen vegetables.
	AO2.6 For all other development involving industrial activities, no Acceptable Outcome is prescribed.	**NA**	**Not Applicable** Development involves warehouse as per AO2.5.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
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	**Performance Outcome**	**Complies with Performance Outcome** Development involves small scale ancillary office space which supports administration required to operate the primary use. This includes operating automated plant and other needed administration services to support the processing, packaging, logistics and retailing of products produced at the facility.
PO4 A *Food and drink outlet,* either as a primary or ancillary use: (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	**AO4.1** Development involving a *Food and drink outlet,* including where it is ancillary to another use: (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.	**NA**	**Not Applicable** Development does not involve a food or drink outlet.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
included on a site with a *Service station*); (c) does not involve a drive through facility.			
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.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Ancillary use is limited to administration /office space associated with operation of the primary use. The ancillary office space is 1,117 m2 GFA, which is approximately 9.27% of the total GFA (12,050 m^2). Any ancillary uses associated with the development will be conducted within a building or structure.
	AO5.2 Uses involving ancillary retail components must only sell products manufactured on site.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Any ancillary retail component associated with the project will be to sell products manufactured / processed on site.
	AO5.3	**Acceptable Outcome**	**Complies with Acceptable Outcome**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	Uses involving ancillary office space only involves the administrative, financial, management or secretarial functions to support the core functioning of those uses.		The proposed ancillary use (office space) is to directly support the retail, administrative, financial and secretarial functions to support operations on lot 12.
PO6 A *Service station*: (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; (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;	**AO6.1** A *Service station*: (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.	**NA**	**Not Applicable** Development does not include or constitute service station.
	AO6.2 A *Service station* is not located on proposed Lots 1, 4, 7, 8, 9 or 10 on Map 2.	**NA**	**Not Applicable** Development does not include or constitute service station.
	AO6.3 Development involving a *Food and drink outlet,* including where it is ancillary to a *Service Station*:	**NA**	**Not Applicable** Development does not include or constitute service station.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(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.	(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.		
	AO6.4 A *Service station* does not obtain direct access from the Cunningham Highway.	**NA**	**Not Applicable** Development does not include or constitute service station.
PO7 A *Transport depot*: (a) is of a size that services the needs of the SRAIP *Plan area*; (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	**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.	**NA**	**Not Applicable** Development does not include or constitute transport depot.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(d) does not undermine the viability of nearby facilities in local townships or centres.			
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; (c) does not create environmental nuisance; and (d) is located on proposed Lot 11 on Map 2	**AO8.1** No Acceptable Outcome is prescribed.	**NA**	**Not Applicable** The development on Lot 12 is not for a *Renewable energy facility*.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
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.	**NA**	**Not Applicable** Development does not include or constitute SRAIP composting.
PO10 Development involving *rural activities:* (a) is low impact; (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	**AO10.1** *Rural industry* does not exceed 500m^2 GFA.	**NA**	**Not Applicable** Development does not include or constitute rural industry.
	AO10.2 For development excluding *Rural industry,* no Acceptable Outcome is prescribed.	**NA**	**Not Applicable** Development does not include or constitute rural industry.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(d) minimises the potential for land use conflict with adjacent rural and industrial land.			
PO11 Development involving *Intensive horticulture* and *Rural industry:* (a) is located, designed and managed to avoid adverse 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.	**AO11.1** No Acceptable Outcome is prescribed. **Note –** *Screen landscaping shall be designed and constructed in accordance with* ***Planning Scheme Policy 2 – Landscape Design.***	**NA**	**Not Applicable** Development does not include or constitute intensive horticulture and rural activities.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
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** Development will be designed and operated to minimise the release of harmful pollutants and protect the health and safety of sensitive uses. Warehouse activities will involve the processing, packaging, storage, and distribution of fresh and frozen vegetables. Since there is no manufacturing involved in this development, the emission of harmful levels of pollutants is unlikely. The activity will be conducted entirely within the enclosed warehouse building, effectively containing any potential pollutants.
PO13 Development mitigates air, odour and noise emissions and vibration or other	**AO13.1** No Acceptable Outcome is prescribed.	**Performance Outcome**	**Complies with Performance Outcome**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
impacts to acceptable environmental standards which avoid detrimental amenity or health impacts to sensitive receivers.			The development involving operating a vegetable processing plant will be operated in a way that any potential air and noise emissions and vibration impacts are contained within the proposed building. Warehouse activities will involve the processing, packaging, storage, and distribution of fresh and frozen vegetables. Since there is no manufacturing involved in this development, the emission of harmful levels of air and noise emissions and vibration is unlikely. The activity will be conducted entirely within the enclosed warehouse building, effectively containing any potential emissions.
Setbacks			

<table>
<tr><th>Performance Outcomes</th><th>Acceptable Outcomes</th><th>Solution</th><th>Comments</th></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
(c) landscaping buffers along street frontages and Cunningham Highway.</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>
<tr><td>Side and rear boundaries for lots adjacent to Cunningham highway</td><td>6m where building height is less than 15m, otherwise 10m</td></tr>
</table>
</td>
<td>Acceptable Outcome</td>
<td>Complies with Acceptable Outcome
The development occurs within the SRAIP Industry precinct and achieves consistency with the intended form and character of the rural area having regard to the visual dominance of buildings and structures when viewed from the Cunningham Highway and adjoining premises.

Appendix A.3 provides the Locational and Visual Impact Assessment of the precinct which includes consideration of proposed warehouse.

All setbacks comply with the table at AO14.1. The proposed building has a maximum height of 35m with the following setbacks:
• Front setback (internal SRAIP road): ~21 m
• Right side setback: ~45 m
• Left side setback: ~24 m
• Rear setback: ~26 m

A Landscape Design Plan has been prepared for the precinct which attached to Appendix B.1 –</td>
</tr>
</table>

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			Development Application for Reconfiguration of a Lot and Operational Work. This includes screen, street, aesthetic and buffer landscaping to demonstrate intended compliance with Planning Scheme Policy 2.
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.	**Acceptable Outcome**	**Complies with Acceptable Outcome** The height of the proposed development on lot 12 will not exceed 35 m.
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.	**Acceptable Outcome**	**Complies with Acceptable Outcome** The built form and urban design of the warehouse protects the views from public places of significant landscape features and does not involve building on a ridgeline. The LVIA prepared at Appendix A.3 of the RDIAR demonstrates the built form of the precinct within the rural landscape context the SRAIP precinct is situated. The LVIA confirms that warehouse impacts are limited to sightlines and viewpoints from the Cunningham Highway predominantly travelling southbound towards Cunningham's Gap. The assessment confirms that scenic amenity will not be significantly impacted due to the built form and aesthetic mitigations to be introduced through the SRAIP

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			Development Plan. The built form of the border precinct hides the dominance of the 35 m tall building in the landscape behind shorter industrial buildings adjacent to the Cunningham Highway.
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 (d) use variation in materials, colour, architectural elements and building shape to reduce bulk and scale;	**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).	**Acceptable Outcome**	**Complies with Acceptable Outcome** The ancillary office spaces are located along the eastern façade, facing the proposed internal road. Car parking is provided between the offices and the road, with a sealed footpath along the building wall for pedestrian access.
	AO17.2 Visual interest is achieved through variation in colour, patterns, textures or building materials.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Development of the warehouse on lot 12 will address views from the Cunningham Highway and integrate landscape elements to reduce visual impacts.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(e) integrate landscape elements to reduce visual impacts.			Visual impacts will be reduced by siting of the 35m buildings to the rear of the development, requirements for screen and aesthetic landscaping and building materials and colours to reduce the appearance of bulk and scale of such structures. Muted earthy tones will be required on all building finishes with low reflective surfaces to reduce glare.
	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	**Acceptable Outcome**	**Complies with Acceptable Outcome** Development of the warehouse on lot 12 will address views from the Cunningham Highway and integrate landscape elements to reduce visual impacts. Visual impacts will be reduced by siting of the 35m buildings to the rear of the development,

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			requirements for screen and aesthetic landscaping and building materials and colours to reduce the appearance of bulk and scale of such structures. Muted earthy tones will be required on all building finishes with low reflective surfaces to reduce glare.
	AO17.4 Landscaped areas, including setback area, contain appropriate planting to soften built form and reduce visual impacts and address views from external viewpoints.	**Acceptable Outcome**	**Complies with Acceptable Outcome** The landscaping elements to be incorporated within the Precinct are demonstrated in the Landscape Design Plan attached to Appendix B.1 – Development Application for Reconfiguration of a Lot and Operational Work. Specific to this development application, this includes aesthetic landscaping tailored to the development.
PO18	**AO18.1**	**Acceptable Outcome**	**Complies with Acceptable Outcome**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
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; (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.	Building colours use muted tones and detailing.		Building colours used for the development will use muted tones and detailing where materials permit.
	AO18.2 External finishes have a low reflectivity.	**Acceptable Outcome**	**Complies with Acceptable Outcome** The development will use finishes and materials that have low reflectivity where possible.
	AO18.3 Rooftop plant and equipment is visually screened from external public vantage points.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Any proposed rooftop plant and equipment will be visually screened from external vantage points with use of building materials and textures in these instances. This may include cooling mechanisms and circulation infrastructure that may be required to be located on the roof to achieve maximum operational efficiency.
PO19	**AO19.1** The building entry is:	**Acceptable Outcome**	**Complies with Acceptable 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.		Buildings within the warehouse facility requiring pedestrian access, such as the office, will have entry points along the front, directly accessible from on-site car park. Access for pedestrians will be safe, easy to identify and separated from truck loading/unloading areas.
	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.	**NA**	**Not Applicable** Development does not adjoin the Cunninham HWY.
Landscaping			

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO21 Landscaping is provided to: (a) enhance the streetscape character; (b) soften the appearance of the industrial buildings, outdoor storage areas and car parking areas when viewed from the street or a public space; and (c) reduce the bulk and visibility of large-scale buildings or structures.	**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.	**Acceptable Outcome**	**Complies with Acceptable Outcome** Landscaping is proposed as per the Landscape Design Plan prepared attached to Appendix B.1 – Development Application for Reconfiguration of a Lot and Operational Work. The plan demonstrated compliance Screen Landscaping requirements outlined at AO21.1, and other landscaping features of the Scenic Rim Planning Scheme Policy 2 – Landscape Design.
	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.*	**Acceptable Outcome**	**Complies with Acceptable Outcome** Specific to development on lot 12, the Landscape Design Plan includes aesthetic landscaping to further soften the visual dominance of the 35m tall buildings in accordance with the Planning Scheme Policy 2.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
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 on lot 12 does not involve third party signage.
PO23 Signage displaying to the Cunningham Highway is limited to 1 sign per site and does not: (a) adversely impact on the visual amenity of the locality; (b) dominate the landscape setting; and	**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; (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	**NA**	**Not Applicable** The development does not involve signage facing the Cunningham Highway.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(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.*	(g) does not project beyond the boundary of the site.		
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.	**NA**	**Not Applicable** The development does not involve reconfiguration of a lot or boundary realignment.
PO25 Lots adjacent to the Cunningham Highway:	**AO25.1** Lots are configured to: (a) prevent driveway access to/from the Cunningham Highway; and	**NA**	**Not Applicable** The development does not involve reconfiguration of a lot or boundary realignment.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(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.	(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.		
PO26 Reconfiguring a lot in all precincts, 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;	**AO26.1** A boundary realignment: (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.	**NA**	**Not Applicable** The development does not involve reconfiguration of a lot or boundary realignment.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(d) all lots are provided with essential services and public utilities, including sewerage, water, electricity and communication services	**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; (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.	**NA**	**Not Applicable** The development does not involve reconfiguration of a lot or boundary realignment.
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;	**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.	**NA**	**Not Applicable** Development does not involve reconfiguration of a lot or creation of an easement
	AO27.2	**NA**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(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.	Access easements are designed and located to avoid existing infrastructure and essential services, including sewerage, water, electricity and communication services.		Development does not involve reconfiguration of a lot or creation of an easement
	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.	**NA**	**Not Applicable** Development does not involve reconfiguration of a lot or creation of an easement
	AO27.4 Minimum widths for access easements are in accordance with Table 8 - Minimum Lot Size and Design for SRAIP Development.	**NA**	**Not Applicable** Development does not involve reconfiguration of a lot or creation of an easement
PO28 Infrastructure easements accommodate infrastructure.	**AO28.1** Easements accommodate infrastructure networks across the SRAIP *Plan area*, including infrastructure defined as minor *Utility installation* infrastructure.	**NA**	**Not Applicable** Development does not involve reconfiguration of a lot or creation of an easement

2 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

1 GENERAL DEVELOPMENT PROVISIONS CODE

<table>
<tr><th>Performance Outcomes</th><th>Acceptable Outcomes</th><th>Solution</th><th>Assessment Officer</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 -
(1) Levels are measured as the adjusted maximum sound pressure level as defined in the Noise</td>
<td>Acceptable outcome</td>
<td>Complies with Acceptable Outcome
The development is for a High Impact Industry and Warehouse and ancillary office which involves operating a vegetable processing plant on site. All noise emissions will be compliant with the table in AO1 (2). 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 predicated project wide noise emissions can be found within Appendix E.2.1 and E.2.2 of the RDIAR.</td>
</tr>
</table>

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
	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.	**N/A**	**Not Applicable** Plant and equipment will not be located on the roof. Development is not in close proximity to sensitive land uses.
PO3 Development does not involve activities that would cause vibration	**AO3** No Acceptable Outcome is prescribed.	**Performance outcome**	**Complies with Performance Outcome** The proposed warehouse and ancillary office will not cause any kind of vibration. It will not involve activities that would cause vibration related environmental harm

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
related environmental harm or environmental nuisance to a sensitive receiver.	***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.*		or environmental nuisance to a sensitive receiver. Earthworks for the lot, however, will require compaction and will create vibration on site, this however will be buffered on site and is not predicted to cause environmental harm to sensitive receptors.
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 warehouse and ancillary office are not foreseen to generate any odour emissions which would cause environmental harm. This will be ensured during the design phase of the Project. Appropriate controls and management measures will be implemented so no odour emissions exceeding recommended levels occur. The facility is expected to achieve all relevant EPP Air thresholds at the locations of sensitive receivers. Appendix E.3.1 and E.3.2 of the RDIAR provide further detail on the proposed odour emission controls planned for the full Project.
PO5 Development (excluding Intensive animal industry) does not create dust or particulate nuisance at	**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** The Air Quality Assessment Report at Appendix E.3.2 of the RDIAR recommends dustcontrol measures (refer Section 7.3). The proposed mitigation measures will ensure particulate emissions will readily comply with the

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
any 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		air quality objectives of the Queensland Environmental Protection (Air) Policy 2019 at surrounding sensitive receptors. Dust during the development phase will be managed in accordance with a construction phase dust management plan. This management plan will be completed prior to the 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 of the RDIAR outline the requirements and associated assessment for dust and particle disturbances on the site. The completed development of the warehouse, however, is not foreseen to emit particle emissions that exceed the acceptable levels specified with the Environmental Protection (Air) Policy 2008.

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
	(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.	**Acceptable outcome**	**Complies with Acceptable Outcome** Proposed exhaust stacks are located to ensure surrounding land uses are not impacted. Ensuring that surrounding land uses are not exposed to concentrated levels of air contaminants from inside the warehouse.
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*	**Acceptable outcome**	**Complies with Acceptable Outcome** The proposed composting facility will have associated outdoor lighting as part of its development. This lighting will only provide minor external lighting and will be consistent with the surrounding character and amenity. There are no adjoining sensitive receivers which would be impacted by any minor light spill. Any external lighting used will also consider all relevant standards associated with Australian Standard AS4282-1997 Control of the Obtrusive Effects of Outdoor Lighting.

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
	(c) positioning and/or directing lights away from sensitive land uses; and *(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	Assessment Officer
	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.	**Acceptable outcome**	**Complies with Acceptable Outcome** The proposed facility is wholly contained within the SRAIP.
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 does 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** Sufficient area for storage will be provided to receive all waste generated by the development. Specific conditions are recommended to be imposed during the design stages of the project.
	AO9.2 Waste and recyclables are managed in accordance with the Waste Reduction and Recycling Act 2011.	**Acceptable outcome**	**Complies with Acceptable Outcome** The subject site and proposal are part of the SRAIP. The SRAIP itself will contain a suite of measures to reduce waste generation and landfill disposal through reusing, recycling, and treating waste generated on site. The SRAIP as whole will divert 247,250 tonnes of waste per annum from landfills. Kalfresh have adopted the waste

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
			management hierarchy across the site and this policy will be extended to lot 12.
	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 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 ensuring the SRAIP development remains a circular economy as much as possible. The SRAIP as a whole will divert 247,250 tonnes of waste per annum from landfills. Kalfresh have adopted the waste management hierarchy across the site and this policy will be extended to lot 12.

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
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** Development of the warehouse will ensure that any necessary waste storage and collection will be undertaken in a safe and convenient manner.
	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** Development of the warehouse will ensure that any necessary waste removal and/or collection will be undertaken in a safe and convenient manner and provide unobstructed access.
	AO10.3 Development, which includes the provision of roads including private or public roads, designs and constructs such roads to provide access by waste collection vehicles to each tenancy or the container storage area/s.	**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 necessary waste storage areas.
PO11 Development ensures the placement of waste containers does not create	**AO11** Development provides: (1) a dedicated area for refuse storage that is screened or otherwise located to avoid visual	**Performance outcome**	**Complies with Performance Outcome** The development will provide a dedicated area to store waste which will not create a health or amenity nuisance. The specifics of this will be discussed and

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
a health or amenity nuisance.	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.		further implemented during the design stages of the Project.
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** Putrescible waste will be effectively managed to prevent odour nuisance and fly breeding. During the design stages of the Project putrescible waste will be appropriately located and disposed of regularly, not exceeding seven days. Further waste management of putrescibles waste can be found in Appendix E.3.1 and E.3.2 of the RDIAR.
PO13 Development involving: (1) reconfiguring of a lot creating 4 or more new lots; (2) the construction or demolition of buildings over 400m² GFA;	**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	**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. This WMP will address the management of waste and recyclables on site through the relevant Waste Reduction and Recycling Act 2011. Through this the WMP will ensure the appropriate management of all waste on site including during both its construction and operation.

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
(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.	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.		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 Development provides that all vehicles associated with the use can be parked on the site.	**Acceptable outcome**	**Complies with Acceptable Outcome** Development provides sufficient car parking (148 spaces) a further 24 truck parking spaces have been dedicated at the rear of the site. This ensures all cars will be parked on site and will not require any on-street parking for those who are on site.
	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*	**Acceptable outcome**	**Complies with Acceptable Outcome** Development has access to the road network via a proposed internal SRAIP road.

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
	Performance Outcomes that may require a higher or specific standard of road.		
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 impacting sites;* (4) *building design, including air conditioning; and*	**AO15** No Acceptable Outcome is prescribed.	**N/A**	**Not Applicable** Development does not involve a sensitive land use.

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
(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 the Integrated Water Management Plan at Appendix B.4 of the RDIAR. The measures in this plan include those concerning the proposed warehouse on Lot 12.
	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 the Integrated Water Management Plan at Appendix B.4 of the RDIAR The measures in this plan include those concerning the proposed office building on Lot 12.
On-site Wastewater Disposal			
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	**AO17** No Acceptable Outcome is Prescribed.	**Performance outcome**	**Complies with Performance Outcome** Wastewater on the site will be developed with sufficient onsite wastewater disposal to meet the needs of the SRAIP. Appendix B.6 of the RDIAR– Onsite Wastewater Management Report (ERA 63) outlines the most practical options for wastewater management and disposal for the full Project including the office building proposed for Lot 12.

Performance Outcomes	Acceptable Outcomes	Solution	Assessment Officer
the needs of residents and users.			
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** Water supply on site will be developed to provide the site with a sufficient water supply. Appendix B.5 of the RDIAR – Water Availability for SRAIP outlines how the Project will meet water supply needs this includes the office building proposed for Lot 12.

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.	**Acceptable outcome**	**Complies with Acceptable Outcome** The proposed facility does not require significant earthworks. Development will not increase instability to the site or adjoining lands in the Precinct.
	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** Any required areas of fill associated with the development of the lot 12 will be compacted considering the associated Australian Standards as per AO1.2.
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:	**N/A**	**Not Applicable** The development is part of SRAIP. A temporary diversion for traffic will not be necessary for the proposed construction.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
destination without significant delay.	(1) permission for a temporary road closure is obtainable from the 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	**Acceptable outcome**	**Complies with Acceptable Outcome** The development and all associated earthworks are located wholly within the subject site. Development will be designed to maintain and avoid impacting any current underground infrastructure. Connection with existing electricity infrastructure will be undertaken in conjunction with Energex and accredited contractors.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	complies with the applicable standards.		
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.	**N/A**	**Not Applicable** The proposed development does not involve 5ha or more of land.
	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 appropriately.
	AO4.3 Development involving contaminated waste is disposed of in an approved manner under the Environmental Protection Act 1994.	**N/A**	**Not Applicable** Proposed development does not involve contaminated waste.
	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 the completion of works.
Siting and Removal of Dams			
PO5	**AO5.1**	**N/A**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Existing dams: (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.		The subject site is not located in an urban area and no dams are located in the development footprint of lot 12.
	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** The proposed development does not require the construction of any dams.
	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 development does not involve nor cause a dewatered 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** The subject site is not located in proximity to any sensitive receivers. Hours of operation, traffic movement and timeframes for earthworks will be adhered to as per Council's conditions and the Construction Environmental Management Plan (Appendix E.4 of the RDIAR).
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 will be grassed or landscaped upon completion of works. Further information on the proposed landscaping to

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	completion to a standard commensurate with their surrounds.		occur on site including lot 12 can be found in Appendix B.11 of the RDIAR– Landscape Design Intent.
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** Development will provide appropriate dust suppression during construction. This is further explained in both the Addendum Air Quality Impact Assessment in Appendix E.3.1 of the RDIAR, and– the Air Quality Assessment in Appendix E.3.2 of the RDIAR. A more in depth approach to dust suppression on site will be formed during the detailed design process. Appendix E.4 of the RDIAR provides the outline of the Construction Environmental Management Plan.
	AO8.2 Haul routes for bulk earthworks are located as far as practical from sensitive receivers.	**N/A**	**Not Applicable** Development does not propose a haul road.
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** Any stockpiles and spoil piles required for construction will be located as far as practical from sensitive receivers.
	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 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	**AO10.1** Development demonstrates it has minimised disturbance to: (1) natural drainage;	**Acceptable outcome**	**Complies with Acceptable Outcome** The development on lot 12 will demonstrate that it has considered all relevant site constraints. The Integrated Water Management Plan in Appendix B.4 of the RDIAR includes further information on

Performance Outcomes	Acceptable Outcomes	Solution	Comments
provision of stormwater management systems that 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*	(2) areas with erosive, dispersive, sodic and/or saline soils; (3) acid sulfate soils; (4) groundwater levels; and (5) landscape features and vegetation.		the constraints expected during the implementation of the stormwater management system including for lot 12.
	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 lot 12 is included in the Integrated Water Management Plan at Appendix B.4 of the RDIAR, and details that the system has sufficient site area to service the requirements of the proposed development and the full SRAIP project.
	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 of the RDIAR further outlines the site stormwater management systems including lot 12.
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** The Erosion and Sediment Control Program (ESCP) (Appendix B.13 of the RDIAR) will be finalised for the SRAIP and will demonstrate that release of sediment-laden stormwater is avoided or minimised as much as possible and in accordance with Table 9.4.2.3.2.

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.**		
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.4 of the RDIAR further outlines expected discharge levels associated with the stormwater management systems including lot 12.
PO13	**AO13** The development is designed to:	**N/A**	**Not Applicable**

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.*		All construction on the proposed warehouse will be completed after the earthworks have ceased. The site will be fully bunded and will integrate with the stormwater treatment systems proposed in Appendix B.4 of the RDIAR.
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 development proposed on lot 12 will be to not affect in-stream ecology or low-flow discharge. However, 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 Environmental Protection Act 1994.*	**AO15** No acceptable outcome is prescribed.	**Performance outcome**	**Complies with Performance Outcome** The development of the SRAIP will ensure that the entry and transport of contaminants into stormwater is avoided as much as possible. This will be further developed during the design stages of the project however is further outlined in the Integrated Water Management Plan at Appendix B.4 of the RDIAR.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
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** A wastewater management plan (WWMP) will be developed for the full site and be applied to service lot 12. Further information can be found in the Integrated Water Management Plan at Appendix B.4 of the RDIAR.
	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 (2) if wastewater discharge to waterways cannot practicably be avoided, minimises wastewater	**Acceptable outcome**	**Complies with Acceptable Outcome** A wastewater management plan (WWMP) will be developed for the full site and be applied to service lot 12. The plan will ensure all wastewater on site is managed in accordance with the waste-management hierarchy. Further information can be found in Appendix B.4 of the RDIAR– Integrated Water Management Plan.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	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.	**N/A**	**Not Applicable** No artificial waterways are proposed. Lot 12 will align with the Integrated Water Management Plan (Appendix B.4 of the RDIAR).
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: (1) Table 9.4.2.3.2- Construction Phase – Stormwater Management Design Objectives;	**N/A**	**Not Applicable** No artificial waterways are proposed. Lot 12 will align with the Integrated Water Management Plan (Appendix B.4 of the RDIAR).

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	(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.	**N/A**	**Not Applicable** No artificial waterways are proposed. Lot 12 will align with the Integrated Water Management Plan (Appendix B.4 of the RDIAR).

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 and lot 12 will consider the standards in PSP1 to allow for maintenance access. Appendix B.4 of the RDIAR– Integrated Water Management Plan, outlines a maintenance schedule for the drainage network and its design including for lot 12.
	AO1.2 Local government infrastructure on private property is provided with access easements in accordance with the Planning Scheme Policy 1: Infrastructure Design.	**N/A**	**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 Acceptable Outcome** All trenches for underground services associated with the development of the SRAIP on lot 12 will consider the relevant standards in PSP1. Where trenches are located and needed specifically for lot 12 will be further developed in the design stages of the Project.
Stormwater Infrastructure			
PO2 The stormwater network is designed to: (1) result in no net increase in stormwater leaving the site; or	**AO2** No acceptable outcome is prescribed.	**Performance outcome**	**Complies with Performance Outcome** The SRAIP including lot 12 will aim to control the levels of stormwater leaving the site to avoid any increases. According to Appendix B.4 of the RDIAR – 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

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(2) contribute towards a catchment wide quantity control system.			reduced and will assist in alleviating local drainage issues currently occurring along the highway.
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 on the carpark located on lot 12. Appendix B.4 of the RDIAR– 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 of the RDIAR – 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.
PO4 Stormwater infrastructure is designed and constructed: (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;	**AO4** Stormwater infrastructure is designed and constructed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** All stormwater infrastructure proposed in Appendix B.4 of the RDIAR– Integrated Water Management Plan will consider all standards in PSP1 during both construction and implementation. Stormwater infrastructure will largely be decided in the design phases of the Project including for lot 12.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(5) to preserve public safety; and (6) to connect to the stormwater network where available.			
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.	**N/A**	**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.	**Performance 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 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	**AO7**	**Performance outcome**	**Complies with Performance Outcome**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
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; (7) the design of pedestrian access along roads giving access to the site; and	Road design and construction is in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.		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
(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 Development provides traffic management to ensure the safe operation of the intersection.	**AO9** 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.	**Acceptable outcome**	**Complies with Acceptable Outcome** 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;	**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
(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 (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	**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.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
the sealed surface to prevent erosion of the sealed surface.			
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 Kerb and channel is provided where stormwater flows in table drains will result in the erosion of the table drain.	**AO14** Development is undertaken in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**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.
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:	**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.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(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.			
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.	**Acceptable outcome**	**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 Cross drainage is managed so to retain the functionality of the road or paved surface.	**AO18** Development provides: (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.	**Acceptable outcome**	**Complies with Acceptable Outcome** All cross drainage associated with the development will consider the standards in PSP1. It is proposed that Kalfresh will construct and maintain all cross drains on site for the life of the Project.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
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** No on street parking is proposed for the SRAIP including the development on lot 12. Sufficient parking will be incorporated on site.
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.	**Performance 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: (1) minimise the visual impact of the infrastructure; (2) be located for ease of maintenance; and	**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
(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.	**N/A**	**Not Applicable** Development is for a warehouse and ancillary office. A bridge is not proposed.

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.	**N/A**	**Not Applicable** Development is for a warehouse and ancillary office. A bridge is not proposed.
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.	**N/A**	**Not Applicable** Development is for a warehouse and ancillary office. A bridge is not proposed.
Local Area Traffic Management Devices			

Performance Outcomes	Acceptable Outcomes	Solution	Comments
PO27 Development provides for local area traffic management devices to be designed and constructed to ensure devices: (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.	**AO27** Development is undertaken in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**N/A**	**Not Applicable** Development is for a warehouse and ancillary office. A local area traffic management device is not involved.
Street Furniture			
PO28 Development provides for street furniture to be: (1) designed and constructed to ensure they do not become a traffic hazard;	**AO28** Street furniture is provided in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**N/A**	**Not Applicable** Development is for a warehouse and ancillary office. Street furniture is not involved.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(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 (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** Development is for a warehouse and ancillary office. 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** Development is for a warehouse and ancillary office. Recreation space is not proposed.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	AO29.3 Development provides for recreation spaces designed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.	**N/A**	**Not Applicable** Development is for a warehouse and ancillary office. Recreation space is not proposed.
Lighting			
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.

4 LANDSCAPING CODE

PERFORMANCE OUTCOMES	Acceptable Outcomes	Solution	Comments
Table 9.4.4.3.1— Criteria for Assessable Development			
Retention of Trees			
PO1 Landscaping: (1) is sensitive to existing site conditions, topography and scenic and landscape characteristics; (2) as far as practicable, retains existing vegetation of ecological value; and (3) protects and enhances the existing character and amenity of the site, street and surrounding area.	**AO1** Development; (1) ensures the retention of existing trees where practicable; and (2) ensures: (a) retained planting is protected in accordance with AS 4970 2009 - Protection of Trees on Development sites; or (b) that where significant trees and vegetation cannot practicably be retained, mature vegetation of the same or similar species is provided elsewhere on the development site.	**Acceptable outcome**	**Complies with Acceptable Outcome** The subject site is located over land that has been cleared of any naturally occurring vegetation and is currently used for agricultural purposes. Therefore, the development will not be required to retain any existing site vegetation. A landscape design intent has been prepared for the SRAIP precinct which will be refined during detailed design.
Preferred Species			
PO2 Landscaping: (1) predominately uses native species suitable to the location of the development; and (2) avoids the introduction or spread of weed species and pests.	**AO2** Development ensures that: (1) at least 50% of trees are species selected from Planning Scheme Policy 2 - Landscape Design - Part 4 Preferred Landscape Species; and (2) plants listed in the Biosecurity Act 2014 are not used.	**Acceptable outcome**	**Complies with Acceptable Outcome** The development will utilize at least 50% of tree species as specified within Part 4 of PSP2 and not utilize any species in the Biosecurity Act 2014. Further information on specific species to be used throughout the development can be found in Appendix B.11 of the RDIAR – Landscape Design Intent.
Landscaping – where not otherwise specified			

PERFORMANCE OUTCOMES	Acceptable Outcomes	Solution	Comments
PO3 Development, where no specific landscape requirements are stated in this Code, incorporates landscaping designed to: (1) enhance and soften the visual and built form attributes of a development; (2) complement the existing design and character of landscaping on adjacent sites; (3) integrate the development with its surroundings; and (4) reflect the landscape character of the locality.	**AO3** Development incorporates aesthetic landscaping which meets the standards in Planning Scheme Policy 2 – Landscape Design.	**Performance outcome**	**Complies with Performance Outcome** Landscaping within the larger SRAIP will comply. Landscaping for the development will incorporate landscaping that will enhance and compliment site design and be integrated into the surroundings. The landscaping will aim to reflect the landscape characteristics of an industrial precinct. Further information on proposed landscaping techniques can be found in Appendix B.11 of the RDIAR– Landscape Design Intent.
Climate Control and Energy Efficiency			
PO4 Development provides landscaping that assists in passive solar access, the provision of shade, microclimate management and energy conservation.	**AO4** Climate control and energy efficiency design meets the standards in Planning Scheme Policy 2 - Landscape Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** Climate control and energy efficient design will consider the relevant standards of PSP2. The SRAIP also intends to undertake a planting initiative of Queensland blue gums which will help provision shade and manage onsite microclimates.
Protection of Buildings and Infrastructure			
PO5 Development ensures that the location and type of planting does not have an adverse effect on building foundations or electricity infrastructure such as overhead and underground utility services.	**AO5.1** Planting is not undertaken within a public utility easement or within 3 metres of overhead or underground utility services.	**Acceptable outcome**	**Complies with Acceptable Outcome** No planting will occur within any public utility easements or within 3m of any overhead or underground utility services.
	AO5.2 Plant species will not damage building foundations or overhead and underground utility services.	**Acceptable outcome**	**Complies with Acceptable Outcome** No intrusive plant species which may cause damage to the warehouse, or its foundations will be used. Further information of plant species

PERFORMANCE OUTCOMES	Acceptable Outcomes	Solution	Comments
			intended to be used throughout the SRAIP can be found in Appendix B.11 of the RDIAR – Landscape Design Intent.
	AO5.3 Vegetation used in landscaping adjacent to substations, or adjacent to an electricity easement uses species which will be less than 4 metres in height at maturity and will not encroach within 3 metres of a substation boundary.	**N/A**	**Not Applicable** The proposed development is not adjacent to a substation or an electricity easement.
Landscape Bonds			
PO6 Development ensures the timely and proper performance and maintenance of landscape works.	**AO6** Development provides a bond equivalent to: (1) the cost of proposed landscape works; and (2) maintenance works required until landscape plantings are established. ***Note** - A bond may be provided in stages in line with identified stages of development.* ***Note** - Bonding would not generally be required for minor landscaping.*	**Performance outcome**	**Complies with Performance Outcome** Landscaping works will be delivered in a timely manner and maintained appropriately. As landscaping is internal to the subject site and held as common property, no landscaping bonds are required. Further information on proposed landscape works can be found in Appendix B.11 of the RDIAR Landscape Design Intent.
Aesthetic Landscaping			
PO7 Development in the: (1) Community Facilities Zone; (2) District Centre Zone; (3) Industry Zone; (4) Local Centre Zone; (5) Major Centre Zone; (6) Minor Tourism Zone; (7) Mixed Use Zone (Commercial/Industrial Precinct); and	**AO7** An aesthetic landscape strip is provided being: (1) a minimum width of: (a) 2 metres where located in the Industry Zone, Mixed Use Zone (Commercial/Industrial Precinct) or Community Facilities Zone; and (b) 1 metre where located in any other listed Zone; and (2) within the site boundaries adjacent to all street and public place boundaries; and	**Acceptable outcome**	**Complies with Acceptable Outcome** A 2 metre wide landscape strip is provided to the street frontage (internal SRAIP road) for aesthetic landscaping this will be designed and constructed considering the standards in PSP2.

PERFORMANCE OUTCOMES	Acceptable Outcomes	Solution	Comments
(8) Township Zone (Where no precinct applies), provide aesthetic landscaping to: (a) enhance and soften the built form; (b) enhance the streetscape character; (c) contribute to attractive streets; and (d) be consistent with the local character having regard to the zone in which the site is located. ***Note** - this outcome does not apply where buildings are not set back from the street or a public space boundary*	(3) designed and constructed in accordance with Planning Scheme Policy 2 - Landscape Design.		
Buffer Landscaping			
PO8 Buffer landscaping within the following zones is designed to minimise impacts on land in an adjoining residential zone having regard to visual amenity and privacy: (1) Community Facilities Zone; (2) District Centre Zone; (3) Local Centre Zone; (4) Major Centre Zone; and (5) Minor Tourism Zone.	**AO8** On all common boundaries with land in a residential zone, development provides: (1) buffer landscaping with a minimum width of 2 metres designed and constructed in accordance with Planning Scheme Policy 2 - Landscape Design; or (2) a solid screen fence 1.8m high. ***Note**: In areas of MLES or MSES, fencing or buffer landscaping is designed to be wildlife-friendly.*	**N/A**	**Not Applicable** The subject site has no common boundaries with land in a residential zone category.
Screen Landscaping			

PERFORMANCE OUTCOMES	Acceptable Outcomes	Solution	Comments
PO9 Screen landscaping that screens the development from a residential zone, and maintains visual amenity and privacy, is provided to all development within the following zones: (1) Industry Zone; (2) Low Density Residential Zone; (3) Low-Medium Density Residential Zone; and (4) Mixed Use Zone (Commercial/Industrial Precinct).	**AO9** On all common boundaries with land in a residential zone, development provides: (1) screen landscaping with a minimum width of: (a) 3 metres if located in the Industry Zone or Mixed Use Zone (Commercial/Industrial Precinct); or (b) 2 metres if located in any other listed Zone; or (2) a solid screen fence 1.8 metres high. Screen landscaping shall be designed and constructed in accordance with Planning Scheme Policy 2 - Landscape Design. ***Note** - In areas of MLES or MSES, fencing or buffer landscaping is designed to be wildlife-friendly.*	**N/A**	**Not Applicable** The subject site has no common boundaries with land in a residential zone category.
Street Landscaping			
PO10 Development includes street landscaping that enhances the character of the local area and: (1) incorporates shade trees; (2) contributes to the continuity, character and form of existing and proposed streetscapes in the locality, including streetscape works; (3) incorporates landscape design (including planting, pavements, furniture, structures, etc.) that reflect and enhance the character of the streetscape;	**AO10** Development: (1) provides street trees along each road frontage of the site at whichever is the greater of: (a) 1 tree per 10 metres of road frontage; or (b) 1 tree per 400m^2 of site area; and (2) uses trees selected from Planning Scheme Policy 2 - Landscape Design - Part 4 Preferred Landscape Species; and (3) provides streetscape in accordance with standards in Planning Scheme Policy 2 - Landscape Design.	**Performance outcome**	**Complies with Performance Outcome** Development on lot 12 will include street landscaping that enhances the character of the local area. The development will incorporate shade trees, contribute to the continuity of the site while also ensuring landscaping design reflects and enhances the character of the SRAIP. The landscaping throughout the site will be consistent and minimise risk to the natural environment and infrastructure and built structures.

PERFORMANCE OUTCOMES	Acceptable Outcomes	Solution	Comments
(4) incorporates landscape design that is consistent with and complementary to the natural landscape character of the local area; and (5) minimises risk to the natural environment and damage to infrastructure and built structures.			
Outdoor Storage Areas			
PO11 Development ensures outdoor storage and waste storage areas are screened from view from the street and public spaces.	**AO11** Outdoor storage and waste storage areas are screened from the street or a public space, by way of either: (1) 2 metre wide screen landscaping designed and constructed in accordance with Planning Scheme Policy 2 - Landscape Design; or (2) a solid 1.8 metre high screen fence.	**Performance outcome**	**Complies with Performance Outcome** Outdoor storage and waste areas will be screened from view from both street and public spaces. Further information on landscaping applying to the whole SRAIP can be found in Appendix B.11 of the RDIAR– Landscape Design Intent.
Hardstand Areas			
PO12 Development provides buffer landscaping that ensures vehicle parking, public areas and common areas enhance the amenity and safety of the site and mitigate impacts associated with expanses of hardstand area.	**AO12** Buffer landscaping of vehicle parking, public areas and common areas meets the standards in Planning Scheme Policy 2 - Landscape Design.	**Acceptable outcome**	**Complies with Acceptable Outcome** Buffer landscaping is provided at the street frontage (internal SRAIP road), and rear boundary. It will comply with the relevant standards outlined in PSP2. Further information on landscaping applying to the whole SRAIP can be found in Appendix B.11 of the RDIAR – Landscape Design Intent.
Landscaping for Specific Uses			

PERFORMANCE OUTCOMES	Acceptable Outcomes	Solution	Comments
PO13 Animal keeping provides for: (1) landscaping: (a) that enhances and softens the visual and built form attributes of a development; and (b) integrates the development with its surroundings; and (2) landscaping that buffers the development and any incompatible uses and provides privacy for sensitive receivers.	**AO13** Where visible from an adjoining road or sensitive receiver not associated with the development, development provides: (1) buffer landscaping designed and constructed in accordance with Planning Scheme Policy 2 - Landscape Design; or (2) a solid 1.8 metre high screen fence.	**N/A**	**Not Applicable** The development is not for animal keeping.
PO14 A Tourist park, Relocatable home park or a Retirement facility mitigates potential visual impacts of the development by including appropriate screening and separation from the street and sensitive receivers.	**AO14.1** A solid 1.8 metre high screen fence is provided for the full length of any common property boundary adjoining a sensitive receiver.	**N/A**	**Not Applicable** The development is not for a tourist park, relocatable home park or retirement facility.
	AO14.2 A 3 metre wide screen landscape is provided to the front, side and rear property boundaries of the site designed and constructed in accordance with Planning Scheme Policy 2 - Landscape Design.	**N/A**	**Not Applicable** The development is not for a tourist park, relocatable home park or retirement facility.
PO15 An Extractive industry is screened from roads, public areas and neighbouring properties for the life of the activity, having regard to: (1) the characteristics of the site and surrounding area; (2) the resource being extracted; and	**AO15.1** No existing vegetation is cleared within buffer areas.	**N/A**	**Not Applicable** The development is not for extractive industry.
	AO15.2 Shrubs and trees are either retained or planted to: (1) screen the activities on the site from any public area; and (2) provide a screen landscape at least 30 metres wide along all boundaries.	**N/A**	**Not Applicable** The development is not for extractive industry.

PERFORMANCE OUTCOMES	Acceptable Outcomes	Solution	Comments
(3) the landscape character of the locality.			
	AO15.3 Where there is no existing vegetation to form an adequate screen, planted mounds are erected within 10 metres of the property boundary: (1) with a maximum slope of 1 in 3; and (2) a minimum height of 1.2 metres such as to impede the line of site from adjoining residences and public places.	**N/A**	**Not Applicable** The development is not for extractive industry.
	AO15.4 A Landscape Plan, prepared by a suitably qualified person, will be submitted to Council which provides for: (1) an overall concept plan for screen landscaping; (2) for screen landscaping to be planted in advance of stages; (3) maintenance of vegetation; and (4) proposed criteria and staging for the submission of the landscape bond for the establishment and maintenance of landscaping.	**N/A**	**Not Applicable** The development is not for extractive industry.
	AO15.5 Landscaping meets the standards in Planning Scheme Policy 2 - Landscape Design.	**N/A**	**Not Applicable** The development is not for extractive industry.
PO16 A medium density residential activity provides for: (1) landscaping: (a) that enhances and softens the visual and built form attributes of a development; and	**AO16** A development: (1) provides aesthetic landscaping in accordance with Planning Scheme Policy 2 - Landscape Design; and (2) provides a landscaped area within the front setback, which comprises a minimum of 70% soft	**N/A**	**Not Applicable** The development is not for medium density residential activity.

PERFORMANCE OUTCOMES	Acceptable Outcomes	Solution	Comments
(b) integrates the development with its surroundings; (2) landscaping that screens the development from incompatible uses and provides privacy for sensitive receivers; (3) landscaping that ensures vehicle parking, public areas and common areas enhance the amenity of the site and mitigate impacts associated with expanses of hardstand area.	landscaping.		
PO17 Large scale structures associated with: (1) Intensive animal industry (not being a poultry farm); (2) Intensive horticulture; (3) Renewable energy facility; (4) Wholesale nursery; and do not present an appearance of bulk to a residential zone, sensitive land uses, roads or public places adjacent to the development through buffer landscaping, design or distance.	**AO17** Development: (1) provides buffer landscaping where the development is visible from a residential zone, existing sensitive receivers, roads or public places; and (2) ensures that landscaping is designed and constructed in accordance with Planning Scheme Policy 2 - Landscape Design.	**Acceptable outcome**	**Compliance with Acceptable Outcome** The SRAIP project does include a renewable energy facility located on site. While this does not occur on lot 12 it is still intended that the landscaping on lot 12 will be designed and constructed considering the standards in PSP2 – Landscape Design.

Note - Where a development is subject to more than one landscape outcome, the following applies:

(1) where differing standards apply, the higher standard and greater width of landscaping applies;

(2) landscaping can be combined to achieve multiple outcomes, e.g. a car park buffer can also provide aesthetic landscaping where designed appropriately

5 PARKING AND ACCESS CODE

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Table 9.4.5.3.1— Criteria for Accepted Development and Assessable Development			
Parking Provision Rates			
PO1 Development provides for sufficient vehicle and service vehicle parking on site to satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to the particular circumstances of the premises including the: (1) nature, intensity and hours of operation of the use; and (2) the existing and expected future traffic conditions in the surrounding area.	**AO1** Development provides the number of vehicle and service vehicle parking spaces on site identified in Table 9.4.5.3.3 - Car and Service Vehicle Parking. ***Note*** *- Car parking for people with disabilities must be addressed in accordance with the provisions of the National Construction Code, Volume 1, Part D3.5 Accessible Carparking*.	**Acceptable outcome**	**Complies with Acceptable Outcome** The High impact industry and Warehouse is proposed at 10,933m^2 GFA and thus is required to incorporate 110 car spaces. Car parking for the on-site ancillary office is proposed at a rate of 1 space per 30m^2 GFA, incorporating 38 car spaces. A total of 148 car spaces are provided including 2 PWD, which is compliant with Table 9.4.5.3.3. 24 truck parking spaces, 5 motorbike spaces and 10 bicycle spaces are also proposed. The number of car parks proposed for this use is sufficient to allow for the maximum number of personnel at lot 12, with spare parks being available for service technicians, cleaners etc. that may come and go as required.
Vehicle Access and Manoeuvring			
PO2 Vehicle parking areas are designed to: (1) provide for safe and efficient vehicle movements throughout the site; (2) minimise conflict between vehicles and pedestrians; and (3) provide for safe and efficient ingress	**AO2** All vehicles are able to enter and exit the site in a forward direction.	**Acceptable outcome**	**Complies with Acceptable Outcome** Vehicle manoeuvring will be checked during detailed design to ensure adequate turning areas are provided to ensure all design vehicles can enter and exit in a forward direction.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
and egress points.			

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Table 9.4.5.3.2—Criteria for Assessable Development			
Car Park Design and Layout			
PO1 Vehicle parking areas are located and designed to: (1) provide for safe and efficient movement of vehicles and pedestrians throughout the site; (2) minimise conflict between vehicles and pedestrians; (3) clearly delineate safe pedestrian movement; (4) provide for safe and efficient ingress and egress points; (5) provide for safety and security of users and pedestrians; (6) incorporate on-site landscaping; and (7) minimise the impact of vehicle parking on adjacent uses.	**AO1.1** Each car space provided has a minimum width of 2.4 metres and a minimum length of 5.4 metres.	**Acceptable outcome**	**Complies with Acceptable Outcome** Car parking spaces on lot 12 will comply with the minimum dimension requirements.
	AO1.2 Each parking bay provided for a heavy vehicle has the minimum dimensions specified below: (1) Articulated vehicle (AV): minimum width of 3.5 metres and a minimum length of 17.5 metres; (2) Heavy rigid vehicle (HRV): minimum width of 3.5 metres and a minimum length of 11 metres; and (3) Small rigid vehicle (SRV): minimum width of 3.5 metres and a minimum length of 6.7 metres.	**Acceptable outcome**	**Complies with Acceptable Outcome** Any heavy vehicle parking spaces required will have a minimum width sufficient with the requirements.
	AO1.3 All internal car park aisles have a minimum width of 6.2 metres.	**Acceptable outcome**	**Complies with Acceptable Outcome** Any internal carpark aisles will have a minimum width sufficient with the requirements.
	AO1.4 All vehicles are able to enter and exit the site in a forward direction.	**Acceptable outcome**	**Complies with Acceptable Outcome** Sufficient manoeuvring space will be provided on-site for all vehicles to enter and exit the site in a forward gear.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	AO1.5 Carpark and internal road pavements are constructed: (1) in the Rural and Rural Residential Zones, to at least 100mm of gravel pavement with cross drainage; or (2) in any other zone: (a) to at least 100mm of gravel pavement with a bitumen or asphaltic seal and cross drainage; or (b) of concrete.	**Acceptable outcome**	**Complies with Acceptable Outcome** The car parking area and hardstand will be constructed of either gravel pavement or concrete.
Driveway Access			
PO2 Vehicle access to a development: (1) responds to the needs of the use having regard to volume, frequency and type of vehicle generation; (2) provides for the safety of drivers and pedestrians; (3) provides unimpeded access for emergency and essential service vehicles; and (4) does not impact on the efficiency or safety of the external road network.	**AO2.1** Driveway access is designed and constructed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design. AND **AO2.2** The minimum driveway access dimensions for a heavy vehicle complies with Table 3.1, Section 3 of AS2890.1:2004 Parking Facilities - Part 1: Off-street Car Parking.	**Acceptable outcome**	**Complies with Acceptable Outcome** Driveway access will consider the relevant standards outlined in PSP1 all relevant Australian Standards in relation to dimensions for heavy vehicles will also be considered during both design and construction.
PO3 The parking spaces are designed to be: (1) useable by the occupants and visitors including disabled persons;	**AO3.1** Entry and exit points to the car park are clearly signposted.	**Acceptable outcome**	**Complies with Acceptable Outcome** Wayfinding signage will be provided on site.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
(2) easily accessible from the building; (3) located to encourage off-street parking; (4) located and designed to maintain or improve the character of the surrounding area; and (5) located within the development site.	**AO3.2** All parking spaces are freely available for use by a development's employees and visitors during the business hours of the use.	**Acceptable outcome**	**Complies with Acceptable Outcome** All parking spaces will be available at no charge to the employees and visitors of the premises including during the business hours of the site.
	AO3.3 Above ground or multi-level parking areas are designed, articulated and use finishes of a quality equal to or better than adjoining development.	**N/A**	**Not Applicable** No above ground or multi-level parking is proposed.
PO4 The parking area provides: (1) clearly marked parking spaces of adequate dimensions; (2) adequate manoeuvring area for parking spaces; (3) a clear, safe, and effective circulation system; and (4) sufficient queuing area for vehicles entering or leaving the site.	**AO4.1** The parking area is designed in accordance with AS2890.1:2004 - Parking Facilities – Part 1: Off-street Car Parking.	**Acceptable outcome**	**Complies with Acceptable Outcome** The parking area design will consider all relevant Australian standards.
	AO4.2 Small car parking is: (1) limited to a maximum of 10% of the total spaces provided; (2) physically separated from standard sized spaces; and (3) signposted as small car parking.	**N/A**	**Not Applicable** Small car parking is not provided at this site.
	AO4.3 The layout of the parking area assists in controlling traffic circulation and parking movements, and in limiting vehicle speeds.	**Acceptable outcome**	**Complies with Acceptable Outcome** The layout of the parking area will be appropriately designed to control traffic circulation and parking movements, and limit vehicle speeds.
	AO4.4 Parking, turning movements or intersection aisles are not located in a queuing area.	**Acceptable outcome**	**Complies with Acceptable Outcome** Proposed parking, turning movements or intersection aisles will not be located in a queuing area.
	AO4.5	**Acceptable outcome**	**Complies with Acceptable Outcome**

<table>
<tr><th>Performance Outcomes</th><th>Acceptable Outcomes</th><th>Solution</th><th>Comments</th></tr>
<tr><td></td><td>Queuing spaces are provided in accordance with the table below.<table><tr><th>Static capacity of car park</th><th>Queue spaces</th></tr><tr><td>1 to 60 spaces</td><td>2</td></tr><tr><td>61 to 100 spaces</td><td>3</td></tr><tr><td>Greater than 100 spaces</td><td>As per table 3.3, AS 2890.1</td></tr></table></td><td></td><td>Queuing spaces are provided throughout the car park as required in the relevant standards.</td></tr>
<tr><td></td><td>AO4.6
Development, which is located on a minor road, provides one queuing space with a minimum length of 6 metres measured from the property boundary.</td><td>Acceptable outcome</td><td>Complies with Acceptable Outcome
Development is accessed from an internal SRAIP road. It provides appropriate queuing distances from the property boundary.</td></tr>
<tr><td>PO5
Parking areas are constructed to a standard:
(1) suitable for the vehicles and frequency of use associated with development; and
(2) that does not to cause environment nuisance.</td><td>AO5
The standard of constructed surfaces, including parking areas, internal roads and driveway accesses:
(1) reflects the type of vehicles associated with the use;
(2) reflects the frequency of use;
(3) reflects the nature of the development; and
(4) minimises noise and dust impacts on adjacent sensitive land uses.</td><td>Acceptable outcome</td><td>Complies with Acceptable Outcome
The standard of constructed surfaces, including parking areas, internal roads and driveway access is considerate of the land use, proposed buildings, and types of vehicles associated with the use.</td></tr>
<tr><td>PO6
Safe and segregated pedestrian paths are provided within the parking area that provide access to the use.</td><td>AO6
No acceptable outcome is prescribed.</td><td>Performance outcome</td><td>Complies with Performance Outcome
Pedestrian paths are provided at the end of car parking areas and provides safe direct access from the car parking to infrastructure.</td></tr>
<tr><td>PO7</td><td>AO7</td><td>N/A</td><td>Not Applicable</td></tr>
</table>

Performance Outcomes	Acceptable Outcomes	Solution	Comments
A bus pick up and set down area is provided on site where the development involves: (1) a Community use; or (2) an Educational establishment; or (3) a Hospital; or (4) a Major sport, recreation and entertainment facility; or (5) a Short term accommodation or Hotel with more than 20 units or rooms; or (6) a major Residential care facility; or (7) a Shopping centre with a GFA in excess of 5,000m².	A bus pick up and set down area is provided that allows: (1) a bus to manoeuvre in accordance with Austroads Standards for a long rigid bus; (2) passengers to safely board and alight from the bus; and (3) buses to avoid obstructing access for circulating traffic within the site or on the street.		The development does not propose a bus pick up and set down area.
PO8 A car pick up and set down area is provided on site where the development involves: (1) a Cemetery or Crematorium; or (2) a Child care centre; or (3) a Community use; or (4) an Educational establishment; or (5) a Hospital; or (6) a Major sport, recreation and entertainment facility; or (7) a licensed Club or Hotel; or (8) a Place of worship; or (9) a Shopping centre with a gross floor area in excess of 5,000m^2.	**AO8** A car pick up and set down area is provided within the site that allows: (1) several cars at one time to manoeuvre in accordance with Austroads standards; (2) passengers to safely board and alight from the vehicle; and (3) cars to avoid obstructing access for circulating traffic within the site.	**N/A**	**Not Applicable** The development does not propose a car pick up and set down area. A car parking area has been proposed.
Service Vehicle Provision			
PO9 Development provides for the loading,	**AO9.1** Service vehicle parking is provided in accordance	**Acceptable outcome**	**Complies with Acceptable Outcome** 1 SRV and 1 AV service vehicle space is

Performance Outcomes	Acceptable Outcomes	Solution	Comments
unloading, manoeuvring, and access by service vehicles on-site in a manner that: (1) is sufficient for the service vehicles to gain ready access to loading or unloading facilities associated with the uses on site; (2) is safe and efficient; (3) does not impede vehicular and pedestrian circulation within or external to the site; and (4) does not detract from the amenity of the locality and in particular adjoining properties.	with Table 9.4.5.3.3 - Car and Service Vehicle Parking.		required for a high impact industry and warehouse use as per Table 9.4.5.3.3. A total of 24 truck parking spaces are provided within a dedicated parking bay at the rear of the site.
	AO9.2 Service areas and driveway accesses are provided in accordance with the provisions of AS2890.2 2002 –Parking Facilities – Off-street Commercial Vehicle Facilities.	**Acceptable outcome**	**Complies with Acceptable Outcome** Service areas and driveway accesses will consider all relevant Australian standards.
	AO9.3 Service vehicle loading and unloading areas are screened from view from adjacent incompatible uses.	**Acceptable outcome**	**Complies with Acceptable Outcome** Ample landscaping has been proposed on the site which will provide visual screening, potential proposed landscaping can be found in the Landscape Design Intent at Appendix B.11 of the RDIAR.
PO10 Refuse collection vehicles are able to readily access on-site refuse storage facilities.	**AO10.1** Access, pavement design and manoeuvring areas for an on-site refuse storage facility to enable access by a refuse collection vehicle are provided in accordance with Austroads standards, HB72 Design Vehicles and Turning Path Templates.	**Performance outcome**	**Complies with Performance Outcome** The access pavement design and manoeuvring areas for refuse storage is designed appropriately to be serviced with a heavy rigid vehicle in accordance with Austroads standards.
	AO10.2 Extra pavement depth is provided on the route the refuse collection vehicle will take through the car park.	**Performance outcome**	**Complies with Performance Outcome** The access pavement design and manoeuvring areas for refuse storage is designed appropriately to be serviced with a heavy rigid vehicle in accordance with Austroads standards.
Parking for Motorcycles			
PO11 Development provides parking spaces for motorcycles in a manner sufficient to	**AO11** Parking spaces for motorcycles are provided in accordance with Section 2.4.7 of AS2890.1:2004	**Acceptable outcome**	**Complies with Acceptable Outcome** A total of 5 motorcycle spaces are provided on site in accordance with relevant standards.

Performance Outcomes	Acceptable Outcomes	Solution	Comments
meet user needs.	Parking Facilities - Part 1: Off-Street Car Parking.		
Parking for Bicycles			
PO12 Development provides for bicycle parking and end-of-trip facilities in an adequate manner to meet user needs where the development involves: (1) a Community use; or (2) a Sport, leisure or entertainment centre; or (3) a library or other public building; or (4) an Educational establishment; or (5) a Hospital or Health care service; or (6) a major park or recreation area; or (7) a Shopping centre.	**AO12.1** Bicycle parking is provided in accordance with AS2890.3:2015 - Parking Facilities - Bicycle Parking.	**N/A**	**Not Applicable** Bicycle parking is inconsistent with the intended use of the site and would cause conflicts.
	AO12.2 Development provides for long term bicycle parking space together with the following end-of-trip facilities: (1) 1 locker per 2 bicycle parking spaces; and (2) 1 shower cubicle and change room per 10 bicycle parking spaces.	**N/A**	**Not Applicable** The development is for industrial uses. End-of-trip facilities are not proposed.
	AO12.3 Short-term, bicycle parking areas are located within 15 metres of the main entry to the building or facility they serve.	**N/A**	**Not Applicable** Bicycle parking is inconsistent with the intended use of the site and would cause conflicts.
Lighting			
PO13 Development provides lighting for safety and security in and around parking areas.	**AO13.1** Lighting is appropriately placed to avoid shadows and glare which might put pedestrians or vehicles at risk, including shielding lighting sources at eye level.	**Acceptable outcome**	**Complies with Acceptable Outcome** Lighting on the development will be appropriately placed to avoid shadows and glare which may put those using the site at risk.
	AO13.2 Night lighting is controlled by photoelectric cells rather than time switches.	**Acceptable outcome**	**Complies with Acceptable Outcome** All lighting on site will be controlled by photoelectric cells rather than switches to

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			ensure appropriate safety and security. Lighting will consider all relevant standards.
	AO13.3 Areas not intended for night use are closed off from public access.	**Acceptable outcome**	**Complies with Acceptable Outcome** All areas which are not intended for night use will be closed off from public access.
	AO13.4 Light spillage onto adjoining land and roadways is avoided and illumination levels outside the boundary of the site do not exceed 8 lux when measured 1.5 metres outside the boundary of the site at any level upwards from the ground.	**Acceptable outcome**	**Complies with Acceptable Outcome** Sufficient lighting will be provided to ensure safety and security in and around parking areas without causing spillage or nuisance to adjoining properties. Lighting will consider all relevant standards.
	AO13.5 Lighting within parking structures complies with AS/NZS 1680.1:2006 – Interior and Workplace Lighting - General Principles and Recommendations.	**Acceptable outcome**	**Complies with Acceptable Outcome** All lighting installed within parking structures and parking lots will consider all relevant Australian standards.
PO14 Outdoor public spaces and car parking areas, which are used after dark, are appropriately and consistently lit to reduce the contrast between shadows and illuminated areas.	**AO14.1** Areas intended for night-time use (including principal pedestrian and bicycle movement routes, car park walkways and public spaces) are lit in accordance with AS/NZS 1158 - Lighting for Roads and Public Spaces.	**Acceptable outcome**	**Complies with Acceptable Outcome** Areas surrounding the warehouse will be lit to consider the relevant standards for night-time use.
	AO14.2 Areas that are heavily used by pedestrians, including main entries, walkways, and toilets are well lit to 50-110 lux.	**Acceptable outcome**	**Complies with Acceptable Outcome** Areas that are heavily used by pedestrians on lot 12 will be well lit to 50-110 lux considering the relevant standards.
Public Safety			
PO15 Development enhances the public safety	**AO15.1** A parking area:	**Acceptable outcome**	**Complies with Acceptable Outcome** The car parking area is situated at the street

Performance Outcomes	Acceptable Outcomes	Solution	Comments
of a parking area by ensuring that a parking area: (1) optimises informal surveillance and controls inappropriate access; (2) is well-lit to enable surveillance of all of the parking area and driveway accesses; (3) is well-signed and provided with emergency facilities; and (4) incorporates features which control vehicle speeds.	(1) is located where it can be monitored by passers-by and occupants of the development; and (2) with more than 100 spaces, is supervised during operating hours to provide surveillance and manage emergencies.		frontage (to an internal SRAIP road) and within left side boundary. Casual surveillance from the street and within the site will occur. The car parking area is for more than 100 spaces. The car parking will be supervised by employees during operating hours to provide surveillance and manage emergencies.
	AO15.2 A parking area is well lit, with vandal-proof lighting, to enable visibility of all parts of the parking area.	**Acceptable outcome**	**Complies with Acceptable Outcome** The parking area will be well lit with vandal proof lighting.
	AO15.3 A parking area promotes public safety through open design and prevention of concealment areas.	**Acceptable outcome**	**Complies with Acceptable Outcome** The car parking area does not propose any concealed areas and will be visible.
	AO15.4 A parking area is provided with signage identifying exits, destinations, and the location of emergency facilities including fire extinguishers, telephones, or emergency buttons.	**Acceptable outcome**	**Complies with Acceptable Outcome** The parking area will be provided with appropriate signage to identify exits and other important locations.
	AO15.5 Speed humps are designed in accordance with AS2890.1:2004 - Parking Facilities - Part 1: Off-street Car Parking and in a manner that reduces vehicle speeds, avoids damage to vehicles, and enables the bumps to be easily seen by both drivers and pedestrians.	**Acceptable outcome**	**Complies with Acceptable Outcome** Speed bumps will be designed and constructed to consider the relevant standards and will be located to ensure effectively managed vehicle speed.
Parking Structures			
PO16	**AO16.1**	**N/A**	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Solution	Comments
Parking structures have adequate clearance from walls, columns, roofs, and other obstructions, to facilitate ease and safety of use.	Parking structures comply with AS2890.1:2004 - Parking Facilities - Part 1: Off-street Car Parking.		The development proposes an open-air ground level carpark. No parking structures are proposed.
	AO16.2 Development does not incorporate tandem or stacked parking.	**N/A**	**Not Applicable** The development proposes an open-air ground level carpark. No parking structures are proposed.
PO17 Parking structures are designed to minimise the visual impact of the structure on the streetscape and adjacent uses.	**AO17.1** Parking structures complement the visual amenity of the streetscape in terms of building bulk, height, materials, colours, and façade articulation.	**Acceptable outcome**	**Complies with Acceptable Outcome** Where visible to the public, parking is separated from the internal roads through the use of landscaping. Car parking complements the visual amenity of the streetscape. The carpark will be an open-air ground level carpark. No parking structures are proposed.
	AO17.2 Where structures adjoin residential uses the shadows cast by the structure, and the nature of the facade does not detrimentally impact on the residential use.	**N/A**	**Not Applicable** Development does not adjoin residential uses.
	AO17.3 Development provides that parking structures are an integral part of the building they serve.	**Acceptable outcome**	**Complies with Acceptable Outcome** Car Parking is essential to the employees and visitors and the RS vehicle parking and parking bays are essential to the operation of the warehouse.
	AO17.4 Development provides that a free-standing, parking area building is compatible with other nearby buildings.	**N/A**	**Not Applicable** Development does not involve a free-standing parking area building.
	AO17.5 Development provides that where a parking area façade fronts directly on to a commercial or retail	**N/A**	**Not Applicable** Development fronts an internal road that does not involve any commercial or retail

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	street, the street level incorporates retail or commercial uses in a manner that contributes to a pedestrian environment.		component.
Parcel Pick Up and Trolley Bay Areas			
PO18 Parcel pick up areas: (1) do not interrupt the flow of vehicles in circulation driveways; and (2) enable pedestrians to move freely and safely around vehicles in the pick-up area without being put at risk by traffic.	**AO18** No acceptable outcome is prescribed.	**N/A**	**Not Applicable** The development does not propose parcel pick up or trolley bay areas.
PO19 Development provides for trolley bays in parking areas associated with retail development to enable the orderly storage of shopping trolleys.	**AO19** Trolley bays are provided in accordance with AS2890.1:2004 - Parking Facilities - Part 1: Off-street Car Parking.	**N/A**	**Not Applicable** The development does not propose parcel pick up or trolley bay areas.
Signage			
PO20 Development provides for signage within parking areas to: (1) direct and inform drivers entering and circulating within parking areas about vehicle entry points, exits, and the location of parking for disabled persons; (2) warn against hazards to safety or potential damage to vehicles; (3) identify rows of parking to enable users to locate their vehicles; (4) direct users to lifts, stairs, amenities,	**AO20.1** Signage is provided in accordance with: (1) AS2890.1:2004 Parking Facilities - Part 1: Off-street Car Parking; and (2) AS 1742: Manual of Uniform Traffic Control Devices.	**Acceptable outcome**	**Complies with Acceptable Outcome** Signage utilised in the parking area will consider the relevant standards.
	AO20.2 Signage intended for night use is illuminated.	**Acceptable outcome**	**Complies with Acceptable Outcome** Signage for night use will be illuminated.
	AO20.3 Parking spaces are clearly marked and their location clearly signed to identify parking for site	**Acceptable outcome**	**Complies with Acceptable Outcome** Parking spaces that are dedicated to specific individuals such as visitors or motorcyclists or

Performance Outcomes	Acceptable Outcomes	Solution	Comments
exits and other destinations; and (5) inform users about security measures.	occupants, visitors, disabled persons, motorcyclists and cyclists.		caretakers will be clearly marked.
Landscaping			
PO21 Development provides for landscaping in parking areas to: (1) enhance the amenity of the site; (2) reduce the heat reflection, glare and the harsh visual effect of large expanses of concrete or asphalt; (3) provide shade for vehicles and pedestrian walkways; (4) separate and define different use areas in the parking area; (5) reduce light spill-over; and (6) separate incompatible uses.	**AO21.1** Development provides for landscaping throughout parking areas, which: (1) incorporates shade trees at the rate of one shade tree for every fourth car space; (2) provides a minimum 1.2 metres square planting area for each shade tree; (3) incorporates ground covers around the base of each shade tree; and (4) uses shade tree species that are robust, provide an appropriate canopy, and do not create a nuisance from fruit or sap.	**Performance outcome**	**Complies with Performance Outcome** The car parking area is proposed with numerous landscape strips surrounding and throughout the area. Due to the proposed bio basin swale at the street frontage, shade trees are not provided. The provided landscaping enhances the amenity of the site, reduces heat reflection, and separates pedestrian and vehicular movements.
	AO21.2 A buffer landscaped strip 3 metres in width along all street frontages to the parking area is provided, and a 2 metre screen landscape is provided along all boundaries with residential or other sensitive land uses.	**Acceptable outcome**	**Complies with Acceptable Outcome** The development proposes 2m wide landscaping strip and additional buffer in the form of bio basin along the street frontage. The site does not border residential or other sensitive land uses on any boundary.
	AO21.3 Development protects landscaping areas from vehicular traffic by barrier kerb, bollards, or similar devices.	**Acceptable outcome**	**Complies with Acceptable Outcome** Development of all site roads and other infrastructure will protect landscaped areas from associated site vehicle traffic.
Parking Area Usage			
PO22	**AO22**	**Acceptable outcome**	**Complies with Acceptable Outcome** The parking areas will be for the sole usage of

Performance Outcomes	Acceptable Outcomes	Solution	Comments
All parking areas are operated solely for the use of the tenants, customers and employees of the development.	The parking area is to be used solely by the users of the development site on which it is located and no parking spaces are to be used by, leased to, or sold to other persons.		the employees and visitors related to Kalfresh's operations. The parking areas on site will not be sold or leased to external persons.

Table 9.4.5.3.3 - Car and Service Vehicle Parking

Note:

(1) Parking provisions for proposals that incorporate more than one use, is calculated on each use within the development.

(2) Where the number of parking spaces calculated is not a whole number, then the number of spaces to be provided is to be the whole number next above the calculated number.

(3) Where an existing building, occupied by an existing use, is extended, or the area of land occupied by an existing use is increased, the provision levels apply only to the extension of the building, or to the use of the additional land.

(4) Where an existing building or land is occupied by a new use (not being an existing use), and the parking demand of the new use is greater than the existing use, the parking solution is the difference between the parking demand for the new use less the parking demand for the existing use. This difference in parking demand is required to be accommodated on-site.

(5) For uses requiring less than 10 car parking spaces, the provision levels are in addition to any disabled parking requirements stipulated in the Building Code of Australia.

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
Adult store	1 space per 20m^2 GFA.	1 SRV space where the GFA is less than 500m^2. 1 SRV space and 1 HRV space where the GFA is 500m² or more.	
Agricultural supplies store	1 space per 50m^2 GFA.	1 SRV space.	1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20 metres of the building entrance. This could be in

			the form of a dedicated loading dock or drive-through loading or unloading area.
Animal husbandry	1 space per 2 employees; and 1 space per 10 animal enclosures.	Nil	
Animal keeping	1 space per 2 employees.	Nil	
Aquaculture	1 space per 2 employees; and 1 visitor space.	1 SRV space.	
Bar	1 space per 20m^2 of GFA	1 SRV space.	
Bulk landscape supplies	1 space per 200m^2 of use area with a minimum of 5 spaces.	1 SRV space. 1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20 metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading area.	Provision is made for parking spaces and loading areas for larger vehicles, and cars with trailers.
Car wash	1 space per 20m^2 of GFA.	Nil	
Child care centre	1 space per employee; and 1 space per 8 children	Nil	Pick up and set down spaces should be provided on the site adjacent to the main entrance to the premises.
Club	1 space per 20m^2 of GFA.	1 SRV space.	
Community care centre	1 space per 20m^2 of GFA and 1 space per 2 employees	1 SRV space. Ambulance and bus spaces as determined upon submission of carparking assessment to Council.	Special attention should be given to the provision of wider car spaces for persons who are disabled or use walking frames.
Community use	Community centre/senior citizens centre/youth centre/neighbourhood centre 1 space per 10m^2 of GFA.	1 HRV space.	Special attention should be given to the provision of wider car spaces for persons who are disabled or use walking frames. Provision is to be made for the parking of buses.

	Community hall/meeting rooms 1 space per 10m² of GFA. Cultural centre 1 space per 30m² of GFA; and 1 space per 2 employees. Art gallery/library/ museum 1 space per 50m² of display area; and 1 space per 2 employees.		
Crematorium	1 space per employee; and 1 space per 5 crematorium seats or equivalent pew capacity.	1 SRV space; and 1 space for each hearse.	
Cropping	Nil	Nil	N/A
Dwelling unit	1 space		
Educational establishment	Primary and High schools 1 space per teacher; and 1 space per 2 other employees; and 1 space per 10 students in Year 12; and 1 visitor space per 100 students. Other facilities 1 space per 10m² of GFA; and 1 space per 2 employees.	1 SRV space Primary and High schools: 1 bus parking space per 120 students; and bicycle parking at the rate of 1 space per 25 students in year 3 and over; and space for student pick-up and drop off.	
Environment facility	1 space per 30m² of TUA	1 SRV space.	
Extractive industry	1 space per 2 employees; and 1 visitor space		
Food and drink outlet	Drive through facility	1 SRV space.	Parking provision may be reduced if the facility is incorporated in a shopping centre.

	1 space per 10m^2 of customer floor space up to 300m^2, thereafter 1 space per 20m^2; and 1 space per 2 employees. <u>Café / restaurant</u> 1 space per 10m^2 of customer floor space; and 1 space per 2 employees.		If including a drive-through serving facility, separate queuing is to be provided for 12 vehicles at the drive-through servery. Bicycle parking facilities are desirable.
Function facility	1 space per 10m² of TUA	1 SRV space.	
Funeral parlour	1 space per employee; and 1 space per 5 funeral chapel seats or equivalent pew capacity.	1 SRV space; and 1 space for each hearse.	—
Garden centre	<u>Nursery component</u> 1 space per 100m^2 of display area with a minimum of 5 spaces; and 1 space per 20m^2 of indoor retail use area. <u>Landscaping materials component</u> 1 space per 200m^2 of display area with a minimum of 5 spaces.	1 SRV space. 1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20 metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading area.	If the use incorporates a café or restaurant, additional parking is to be provided at the rates for such uses. Provision is made for parking spaces and loading areas for larger vehicles, and cars with trailers.
Hardware and trade supplies	1 space per 20m^2 of GFA.	1 SRV space. 1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20 metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading area.	If the use incorporates a café or restaurant, additional parking is to be provided at the rates for such uses. Provision is made for parking spaces and loading areas for larger vehicles, and cars with trailers.
Health care service	4 spaces per medical practitioner; and 1 space per 2 administrative and support employees.	1 SRV space.	An ambulance bay may be required depending on size of medical centre. Bicycle parking facilities are desirable.

High impact industry	1 space per 50m^2 of GFA; or 1 space per employee, whichever is the greatest.	1 SRV space; and HRV and AV spaces as determined upon submission of carparking assessment to Council.	—
Hotel	Hotel 1 space per guest room/resident manager; and 1 space per 10m^2 of bar, lounge, beer garden or other public area; and 1 space per 35m^2 of liquor sales area; and queuing for 12 vehicles for any drive-through bottle shop.	1 SRV space plus 1HRV space	Parking spaces for guests and managers are to be specifically allocated for such use, and sign posted accordingly.
Indoor sport and recreation	General requirement 1 space per 10m^2; or 0.4 spaces per participant. Amusement arcade and gaming machines 1 space per 20m^2 of TLA. Bowling centre 2 spaces per lane. Club 1 space per 20m^2 up to 1,500m^2 of GFA; Concert hall/dance hall 1 space per 5 seats. Gymnasium 1 space per 20m^2 of GFA. Indoor cricket 15 spaces per court. Skating rinks and tracks	1 SRV space. Bus and taxi pick up and set down areas, and service vehicle spaces for loading and unloading.	Bicycle parking facilities are desirable as appropriate. Provision is also made for bus and taxi pick-up and set down as determined by the Local Government.

	1 space per 20m^2 of GFA. Tennis/squash/ badminton courts 2 spaces per court. Theatre/cinema 1 space per 5 seats; and 1 space per 2 employees. Volleyball/netball/ basketball courts 10 spaces per court.		
Intensive animal industry	1 space per employee; and 1 visitor space.	Nil	
Intensive horticulture	1 space per employee; and 1 visitor space.	1 SRV space.	—
Low impact industry	1 space per 50m^2 of GFA; or 1 space per employee; whichever is the greatest.	1 SRV space; and HRV and AV spaces as determined upon submission of carparking assessment to Council.	
Medium impact industry	1 space per 50m^2 of GFA; or 1 space per employee, whichever is the greatest.	1 SRV space; and HRV and AV spaces as determined upon submission of carparking assessment to Council.	
Multiple dwelling	General requirement 1 space per 1 bedroom unit; otherwise 2 spaces per unit; and 1 visitor space per 2 units; and Not less than 50% of visitor car parking spaces are sited between the Building and the street frontage, or on the main approach side of the street.	1 SRV space where more than 10 units.	Student accommodation provision only applies where student accommodation is located in close proximity to good public transport services. Standard medium density rates apply otherwise.
Nature-based tourism	1 space per 30m^2 of TUA	1 SRV space.	
Nightclub	1 space per 10m^2 of GFA; and	1 SRV space.	

entertainment facility	1 space per 2 employees.		
Office	1 space per 30m^2 of GFA.		
Outdoor sales	1 per 100m^2 of TUA		
Outdoor sport and recreation	<u>Court games</u> 2 spaces per court. <u>Golf course</u> 4 spaces per hole; and 1 space per 10m^2 of bar, lounge and other entertainment areas. <u>Lawn bowls</u> 20 spaces per green. <u>Swimming pool</u> 15 spaces; and 1 space per 100m^2 of Development footprint excluding access and car parking areas. <u>Football field</u> 50 spaces per field. <u>Equestrian and coursing sports</u> 1 space per 5 persons able to be seated; and 1 space per 5m^2 of other spectator areas. <u>Other Outdoor Sports</u> As a minimum requirement, 1 space per 5 spectator seats; and 1 space per 5m^2 of other spectator area. Otherwise as determined by the Local Government.	1 SRV space. 1 HRV space. 1 SRV space. 1 SRV space. Provision to be made for trailer/horse float parking. As determined upon submission of carparking assessment to Council.	Bicycle parking facilities are desirable.

Place of worship	1 space per employee; and 1 space per 5 seats or equivalent pew capacity.	2 SRV spaces. An on-site pickup and set-down area to be provided adjacent to main entry of the facility.	Bicycle parking facilities are desirable. Where a hall or other buildings are provided in association with the place of worship, additional parking is to be provided having regard to the uses proposed.
Relocatable home park	1 space per resident manager; and 1 space per employee; and 1 space per site; and 1 visitor space per 5 sites (or part thereof); plus 1 vehicle washing space per 50 sites (or part thereof). Minimum of 4 visitor spaces.	1 HRV space.	1 space is provided on each permanent occupancy or short term occupancy site.
Research and technology industry	1 space per 50m^2 of GFA; or 1 space per employee, whichever is the greatest.	1 SRV space; and HRV and AV spaces as determined upon submission of carparking assessment to Council.	
Residential care facility	1 space per 2 employees; and 1 space per 5 nursing home beds; and 1 space per 4 hostel type units; and 1 space per self contained unit; and visitor parking at 1 space per 5 beds.	1 SRV space; and 1 ambulance space; and 1 bus space.	Consideration is to be given to providing for persons with disabilities or walking frames who require wider car parking spaces. Bicycle parking facilities are desirable.
Retirement facility	1 space per 2 employees; and 1 space per dwelling unit; and visitor parking at 1 space per 5 dwelling units.	1 SRV space; and 1 ambulance space; and 1 bus space.	Consideration is to be given to providing for persons with disabilities or walking frames who require wider car parking spaces. Bicycle parking facilities are desirable.
Rooming accommodation	1 visitor space per 2 units; and Not less than 50% of visitor car parking spaces are sited between the Building and the street frontage, or on the main approach side of the street.	Nil.	

	Student accommodation 0.5 spaces per dwelling or rented bedroom; and 0.5 bicycle spaces per dwelling or rented bedroom. Boarding house 0.25 spaces per rented room or unit; and 0.5 bicycle spaces per rented room or unit. General requirement: 1 visitor space per 2 units; and Not less than 50% of visitor car parking spaces are sited between the Building and the street frontage, or on the main approach side of the street.		
Rural industry	1 per employee and 1 visitor space		
Sales office	1 per employee and 2 visitor spaces.	Nil.	All spaces to be provided at the 1 location in the curtilage of the sales office.
Service industry	1 space per 20m^2 of GFA.	1 SRV space where the GFA is less than 500m^2. 1 SRV space and 1 HRV space where the GFA is 500m^2 or more, but less than 2000m^2. As determined upon submission of carparking assessment to Council, where the GFA is 2,000m^2 or more.	
Service station	1 space per 2 employees; and 6 spaces per workshop service bay; and 1 space per 20m^2 of retail space; and	1 AV space suitable for the parking of petrol tankers; and 1 SRV space.	Tandem car parking may be acceptable for serviced, repaired or employee vehicles.

	queuing space for a minimum of 3 cars from the end of each petrol pump lane.		Where a carwash is ancillary to the service station, separate queuing space should be provided for 5 cars at the entrance of the car wash.
Shop	1 space per 20m^2 of GFA.	1 SRV space where the GFA is less than 500m^2. 1 SRV space and 1 HRV space where the GFA is 500m^2 or more, but less than 2000m^2. As determined upon submission of carparking assessment to Council, where the GFA is 2,000m^2 or more.	
Shopping centre	1 space per 20m^2 of total leasable area.	1 SRV space where the gross floor area is less than 500m^2. 1 SRV space and 1 HRV space where the gross floor area is 500m^2 or more but less than 2,000m^2. As determined upon submission of carparking assessment to Council, where the gross floor area is 2,000m^2 or more.	Where the shops comprise a single integrated complex in excess of 4,000m² gross floor area, provision is to be made for— (a) on-site bus and taxi parking; and (b) bicycle parking.
Short-term accommodation	1 space per unit; and 1 space per resident manager; and 1 space per employee	1 SRV space.	—
Showroom	1 space per 40m^2 of GFA.	1 HRV space where the gross floor area is less than 1,000m^2. 1 AV space where the gross floor area is between 1,000m^2 and 2,000m^2. As determined upon submission of carparking assessment to Council, where the gross floor area is greater than 2,000m^2. 1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20	

		metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading area.	
Tourist attraction	1 space per 30m^2 of TUA	1 SRV space.	
Tourist park	1 space per resident manager; and 1 space per camp site; and 1 space per 10 sites for visitor parking.	1 SRV space.	Where the camping grounds incorporate public use areas, additional car parking spaces will be required to accommodate the parking demand generated by such areas.
Transport depot	1 car parking space per heavy vehicle space; and 1 space per 2 employees.	Nil where Accepted development.	
Veterinary service	4 spaces per veterinary consulting room; and 1 space per 2 employees.	1 SRV space.	
Warehouse	1 space per 100m^2 of GFA.	1 AV space.	—
Wholesale nursery	1 space per employee.	1 SRV space. 1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20 metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading area.	If the use incorporates a café or restaurant, additional parking is to be provided at the rates for such uses. Provision is made for parking spaces and loading areas for larger vehicles, and cars with trailers.
Winery	1 space per employee and 1 space per 20m^2 of GFA used for retail, tourism or other commercial purposes.	1 SRV space.	If open to the public, additional parking is to be provided as per the relevant use space – e.g. shop or restaurant, bus parking and manoeuvring.
Any other land use not mentioned in this table	To be determined upon submission of a Car Parking Assessment to Council.		

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