

9.3.12 Industry code

9.3.12.1 Application

1. This code applies to assessing a material change of use or building work if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for a material change of use (section 5.5), building work (section 5.7) or a neighbourhood plan (section 5.9); or
 - b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5), building work (section 5.7) or a neighbourhood plan (section 5.9); or
 - c. impact assessable development for a use of an industrial nature.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Certain industrial activities assessed against this code will also require an environmental authority to undertake an environmentally relevant activity under the *Environmental Protection Act 1994* and its subordinate legislation.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- air quality assessment, guidance is provided in the Air quality planning scheme policy;
- concrete batching plants standards are provided in the Concrete batching plants planning scheme policy;
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided in the Graffiti prevention guidelines planning scheme policy; hazard and risk reporting, guidance is provided in the Industrial hazard and risk assessment planning scheme policy;
- stormwater contamination, guidance is provided in the Infrastructure design planning scheme policy;
- noise impact assessment, guidance is provided in the Noise impact assessment planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- storage and dispensing of petroleum products standards are provided in the Storage and dispensing of petroleum products planning scheme policy;
- transport, access, parking or servicing, guidance is provided in the Transport, access, parking and servicing planning scheme policy;
- significant vegetation, guidance is provided in the Vegetation planning scheme policy.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

9.3.12.2 Purpose

1. The purpose of the Industry code is to assess the suitability of development to which this code applies.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development is appropriately located and carefully designed to mitigate the impacts of industrial activities.
 - b. Development achieves environmental performance of a satisfactory standard.

- c. Development is compatible with a sensitive use in the vicinity of the development.
- d. Development avoids or minimises the release of harmful pollutants and protects the health and safety of the occupants of a sensitive use or a zone or a zone precinct intended for sensitive uses.
- e. Development ensures that buildings which are located near residential and other sensitive uses can accommodate a range of industrial type uses without causing an unacceptable impact on the amenity of the area.
- f. Development locates renewable energy facilities in an industrial location that is consistent with the amenity of the area and does not impact on the sensitive use.
- g. Development is designed to accommodate the social and environmental needs of persons working within or visiting these areas, including the co-location of administrative services and the optimisation of personal safety.
- h. Development for a food and drink outlet or shop:
 - i. is of a small-scale that supports industry uses or serves local industrial workers;
 - ii. is not located in proximity to an established non-industrial use of a similar nature;
 - iii. does not create an unplanned centre through a clustering of non-industrial uses;
 - iv. does not compromise the industrial function of an industrial area.
- i. Development for indoor sport and recreation:
 - i. is only located in the low impact industry zone;
 - ii. is of a small-scale that serves local industrial workers;
 - iii. is not located in proximity to an established indoor sport and recreation use;
 - iv. does not create an unplanned centre through a clustering of non-industrial uses;
 - v. does not compromise the industrial function of an industrial area;
 - vi. is compatible with nearby existing uses and does not adversely impact on the continued operation of those existing uses that have the potential for off-site air emissions.

Note—In interpreting 9.3.12.2.(2)(h)(iii) and 9.3.12.2.(2)(i)(iii), the term 'unplanned centre' means a group, whether on the same site or adjoining premises, of more than one of each of the following uses:

- food and drink outlet; or
- shop; or
- indoor sport and recreation.

- j. Development for an educational establishment:
 - i. is only for trade or industry related training;
 - ii. does not involve overnight accommodation on premises;
 - iii. does not compromise the industrial function of an industrial area.

9.3.12.3 Performance outcomes and acceptable outcomes

Table 9.3.12.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
<p>PO1 Development:</p> <ul style="list-style-type: none"> a. avoids or minimises air emissions; b. complies with the following criteria in a sensitive zone, and at a sensitive use in a rural zone: <ul style="list-style-type: none"> i. air quality (planning) criteria in Table 9.3.12.3.B; ii. the odour criteria in Table 9.3.12.3.C; iii. the health risk assessment criteria in Table 9.3.12.3.D. <p>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>AO1.1 Development for a warehouse in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. <p>AO1.2 Development for low impact industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	<p>AO1.1 Not applicable</p> <p>AO1.2 Not applicable</p>
	<p>AO1.3 Development for research and technology industry in the Mixed use zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	<p>AO1.3 Not Applicable</p>
	<p>AO1.4</p>	<p>AO1.4</p>

	Development for educational establishment in the Low impact industry zone or General industry A zone precinct of the Industry zone: <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	Not Applicable
AO1.5 Development for a medium impact industry A does not involve unsealed roads and: <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; or b. is located at least 150m from a sensitive zone. 	AO1.5 Not Applicable	
AO1.6 Development for a medium impact industry B does not involve unsealed roads and: <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; or b. is located at least 250m from a sensitive zone. 	AO1.6 Not Applicable	
AO1.7 Development for a high impact industry where not a concrete batching plant, does not involve an activity which generates air emissions from the site.	AO1.7 Not Applicable	
AO1.8 Development for a concrete batching plant: <ul style="list-style-type: none"> a. complies with the air quality and dust section of the Concrete batching plants planning scheme policy; b. is located a minimum of 250m from a sensitive zone or sensitive use. 	AO1.8 Not applicable	
AO1.9	AO1.9	

	<p>Development for a renewable energy facility does not involve an activity which generates air emissions beyond the site.</p>	<p>Not applicable</p>
	<p>AO1.10 No acceptable outcome is prescribed for development for a special industry.</p>	<p>AO1.10 Not applicable</p>
	<p>AO1.11 No acceptable outcome is prescribed for development in any other zones not listed above.</p>	<p>AO1.11 The proposed development will not result in any negative impacts on air quality, odour emissions or health. COMPLIES</p>
<p>PO2 Development complies with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>AO2.1 Development for a warehouse in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. operates: <ul style="list-style-type: none"> i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; c. does not receive deliveries between 7pm and 7am. <p>AO2.2 Development for low impact industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:</p> <ul style="list-style-type: none"> a. operates: 	<p>AO2.1 Not applicable</p> <p>AO2.2 Not applicable</p>

	<ul style="list-style-type: none"> i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; <ul style="list-style-type: none"> b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; <ul style="list-style-type: none"> c. does not receive deliveries between 7pm and 7am. 	
	<p>AO2.3 Development for medium impact industry A in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. operates: <ul style="list-style-type: none"> i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; c. does not receive deliveries between 7pm and 7am. 	<p>AO2.3 Not applicable</p>
	<p>AO2.4 Development for medium impact industry B in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. operates: <ul style="list-style-type: none"> i. between 7am and 7pm Monday to Saturday excluding public holidays; or 	<p>AO2.4 Not applicable</p>

	<ul style="list-style-type: none"> ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; c. does not receive deliveries between 7pm and 7am. 	
	<p>AO2.5 Development for research and technology industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed use zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone:</p> <ul style="list-style-type: none"> a. operates: <ul style="list-style-type: none"> i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; c. does not receive deliveries between 7pm and 7am. 	<p>AO2.5 Not applicable</p>
	<p>AO2.6 Development for an educational establishment in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. operates: <ul style="list-style-type: none"> i. between 7am and 7pm Monday to Saturday excluding public holidays; or 	<p>AO2.6 Not applicable</p>

	<ul style="list-style-type: none"> ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; c. does not receive deliveries between 7pm and 7am. 	
<p>AO2.7 Development for a car wash where in a zone in the Centre zones category only operates between 7am to 6pm, including deliveries.</p>	<p>AO2.7 Not applicable</p>	
<p>AO2.8 Development for a car wash in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. operates between 7am and 7pm Monday to Saturday excluding public holidays; or b. is not clearly audible from a residential zone or sensitive use in a centre zone. 	<p>AO2.8 Not applicable</p>	
<p>AO2.9 Development for medium impact industry in the General industry B zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. does not involve outdoor activities between 7pm and 7am; or b. is not clearly audible from a use in a residential zone, or a sensitive use in a centre zone; or c. is in a location at least 500m from a sensitive zone. 	<p>AO2.9 Not applicable</p>	
<p>AO2.10 Development for a high impact industry does not involve an activity that generates noise emissions from the site.</p>	<p>AO2.10 Not applicable</p>	

	<p>AO2.11 Development for a concrete batching plant is located a minimum of 500m from a sensitive zone.</p>	<p>AO2.11 Not applicable</p>
	<p>AO2.12 No acceptable outcome is prescribed for development for a special industry.</p>	<p>AO2.12 Not applicable</p>
	<p>AO2.13 Development for a renewable energy facility does not generate noise which is clearly audible and creates a disturbance at a sensitive zone.</p>	<p>AO2.13 Not applicable</p>
	<p>AO2.14 No acceptable outcome is prescribed for development in any other zones not listed above.</p>	<p>AO2.14 The proposed development for the Food and drink outlet will operate between the hours of Monday to Saturday. The proposed development of the Place of Worship Will operate within the hours of: Mon – Sat – Sunday – All activities will be conducted indoors, with doors closed so that it is not audible from the nearest residential zoned land on the western side of the Cleveland Railway line. There will be no deliveries between the hours of 7pm and 7am. Considered to comply</p>
<p>PO3 Development minimises the risk to public safety, property and the environment from technological hazards such as fire, explosion and toxic release and achieves the hazard and risk criteria in Table 9.3.12.3.I. Note—A preliminary hazard analysis report prepared in accordance with the Industrial hazard and risk assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>AO3 Development does not include the storage of dangerous goods and combustible liquids above the volumes/quantities identified in Table 9.3.12.3.H.</p>	<p>AO3 No dangerous goods or combustible materials are involved in the proposed uses. COMPLIES.</p>
	<p>AO4</p>	

<p>PO4 Development for a warehouse in the General industry C zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. is limited to large format logistics and distribution centres; b. requires separation from sensitive uses provided by the precinct due to potential amenity impacts from the scale and intensity of operation; c. does not compromise the long-term capacity of the precinct to meet demand for high impact industry. 	<p>AO4 Development for a warehouse in the General industry C zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. is a minimum gross floor area of 10,000m² (per tenancy/unit); b. operates 24 hours a day and seven days a week; c. involves access and servicing by B-double or Over-dimensional vehicles; d. is described as a major development in the Transport, access, parking and servicing planning scheme policy; e. does not involve a self-storage facility. 	<p>Not applicable</p>
<p>PO5 Development on land used for urban purposes is serviced adequately with:</p> <ul style="list-style-type: none"> a. water supply which meets the stated standard of service for intended use and fire-fighting purposes; b. waste disposal. 	<p>AO5 Development provides all lots with:</p> <ul style="list-style-type: none"> a. reticulated water supply; b. reticulated sewerage or an appropriate on-site sewerage service where the development does not provide access to reticulated sewer for all lots. 	<p>AO5 Development is proposed within an existing approved industrial building. COMPLIES</p>
<p>PO6 Development in the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides car parking spaces at a rate which discourages private car use and encourages walking, cycling and the use of public transport.</p>	<p>AO6 Development in the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides car parking spaces at the maximum parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO6 Not applicable</p>
<p>PO7 Development outside of the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides for the number of on-site parking spaces required to accommodate design peak parking demands without overflow parking to an adjoining premises or adjoining streets.</p>	<p>AO7 Development outside of the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides a number of on-site car parking spaces:</p>	<p>AO7 Not applicable</p>

	<p>a. in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or</p> <p>b. which does not result in on-street parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</p>	
<p>PO8 Development provides for outdoor lighting which does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.</p>	<p>AO8.1 Development provides for outdoor lighting with technical parameters, design, installation, operation and maintenance which is in compliance with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p> <p>AO8.2 Development ensures that floodlighting is restricted to the type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.</p>	<p>AO8.1 Development is proposed within existing approved industrial building with no external changes required nor proposed. Not applicable</p> <p>AO8.2 Development is proposed within existing approved industrial building with no external changes required nor proposed. Not applicable</p>
<p>Additional performance outcomes and acceptable outcomes where involving an extension to an existing premises or a new premises</p>		
<p>PO9 Development is designed and constructed to prevent the emission of contaminants to surface water or groundwater. Note—For guidance on assessing potential impacts and performance requirements, refer to the Infrastructure design planning scheme policy.</p>	<p>AO9.1 Development ensures that liquid or solid wastes, other than stormwater, are not discharged to land or waters.</p> <p>AO9.2 Development where not for a concrete batching plant ensures that the storage of contaminating substances or areas where potentially contaminating activities are conducted, are:</p> <p>a. roofed or covered to prevent the ingress of rainfall and run-off, and that roof water is piped away from an area of potential spills or contamination;</p>	<p>AO9.1, AO9.2, AO9.3 and AO9.4 Development is proposed in an existing industrial building with no external changes required or proposed. Not applicable</p>

	<p>b. paved with an impervious surface and bunded so that any spills are retained on site for removal.</p> <p>AO9.3 Development for a concrete batching plant complies with the surface and groundwater protection section of the Concrete batching plant planning scheme policy.</p> <p>AO9.4 Development involving storing or dispensing of petroleum manages discharges to the stormwater system in compliance with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy.</p>	
<p>PO10 Development includes spill management and stormwater treatment systems for fuel dispensing areas that achieve the stormwater treatment criteria in Table 9.3.12.3.K.</p>	<p>AO10 Development:</p> <ul style="list-style-type: none"> a. does not include fuel dispensing; or b. complies with the surface water and groundwater protection standards of the Storage and dispensing of petroleum products planning scheme policy; c. includes fuel dispensing areas that are drained to a containment vessel having no connection to sewer or stormwater in compliance with the fuel dispensing area standards of the Storage and dispensing of petroleum products planning scheme policy. 	<p>AO10 No fuel dispensing is required or proposed. Not applicable</p>
<p>PO11 Development is designed and constructed to prevent ground contamination.</p>	<p>AO11 Development:</p> <ul style="list-style-type: none"> a. ensures that there is no underground fuel storage on the site; or b. where involving storing and dispensing of petroleum complies with the surface and groundwater protection section of the Storage 	<p>AO11 Not applicable</p>

	<p>and dispensing of petroleum products planning scheme policy.</p>	
<p>PO12 Development:</p> <ul style="list-style-type: none"> a. is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street; b. is easily accessible and legible; c. designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street; d. is designed to accommodate the car parking and servicing demands of the wide range of industry and warehouse uses supported in the relevant zone or zone precinct. 	<p>AO12.1 Development has a maximum site cover which is:</p> <ul style="list-style-type: none"> a. 75% in the Industry investigation zone, Low impact industry zone and Industry zone; b. 25% in the Special industry zone and Extractive industry zone. <p>AO12.2 Development has a maximum building height of 15m.</p> <p>AO12.3 Development ensures that no part of any building or structure is closer than 6m to any street frontage.</p> <p>AO12.4 Development ensures that:</p> <ul style="list-style-type: none"> a. the main pedestrian entry to the building is: <ul style="list-style-type: none"> i. easily identifiable; ii. clearly visible; iii. directly accessible from the street; b. the ground storey offices, display windows and entrance foyers are orientated towards the street frontage. <p>Refer to Figure a.</p> <p>AO12.5 Development provides street numbers and building and tenancy names which are displayed at the ground storey and are clearly identifiable from the street.</p>	<p>AO12.1, AO12.2, AO12.3, AO12.4 and AO12.5 Development is proposed in an existing approved industrial building with no external changes proposed. Not applicable</p>
<p>PO13 Development provides landscaping:</p> <ul style="list-style-type: none"> a. areas in locations where planting will ameliorate the view of the development from major public vantage points; 	<p>AO13.1 Development provides landscaping which:</p> <ul style="list-style-type: none"> a. covers a minimum of 3% of the site; b. includes a landscaped strip along the site frontage with a minimum width of 2m; 	<p>AO13.1, AO13.2, AO13.3, AO13.4 and AO13.5 The proposed development will utilize an existing industrial building's internal spaces only and no change is required or proposed to the approved external landscaping.</p>

<p>b. to the site frontage which makes a positive contribution to the streetscape and incorporates bold landscape elements that complement the scale and bulk of the industrial form.</p>	<p>c. includes a landscape strip along any frontage or boundary with a motorway or arterial road of 3m.</p> <p>AO13.2 Development provides tree planting to site frontages which will achieve a canopy spread over 50% of the site frontage within 5 years of planting. Note—Existing significant vegetation that already contributes to these requirements is to be retained.</p> <p>AO13.3 Development provides shade trees in a car parking area at a ratio of 1 tree for each 6 car parking spaces.</p> <p>AO13.4 Development provides large trees and spreading ground covers in all landscape areas within the site.</p> <p>AO13.5 Development provides, in an area where screening or buffering is required, large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building.</p>	<p>Not applicable</p>
<p>PO14 Development creates a socially, visually and physically amenable work environment.</p>	<p>AO14 Development provides an on-site recreation area for staff which:</p> <ul style="list-style-type: none"> a. includes seating, tables and rubbish bins; b. is adequately protected from the weather; c. is safely accessible to all staff; d. is separate and private from public areas; e. is located away from a noisy or odorous activity. <p>Refer to Figure b.</p>	<p>AO14 Will comply</p>
<p>PO15 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO15 Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by:</p>	<p>AO15</p>

	<ul style="list-style-type: none"> a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and public and private ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets and communal areas. <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p>	<p>The development will utilize the existing approved premises, with no external changes proposed or required. Deemed to Comply.</p>
<p>PO16 Development minimises opportunities for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO16 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by:</p> <ul style="list-style-type: none"> a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. <p>Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.</p>	<p>AO16 The development will utilize the existing approved premises, with no external changes proposed or required. Deemed to Comply.</p>

<p>PO17 Development is serviced adequately with:</p> <ul style="list-style-type: none"> a. refuse disposal; b. telecommunications; c. energy supply. 	<p>AO17.1 Development is provided with and connected to electricity and telecommunications.</p> <p>AO17.2 Development does not impede existing refuse removal provisions and provides for a dedicated area or system to ensure adequate access to and removal of refuse. Note—Refer to the Refuse planning scheme policy for further guidance.</p>	<p>AO17.1 Existing building is connected to electricity and communications. COMPLIES</p> <p>AO17.2 The development will utilize existing refuse removal provisions with no change proposed or required. COMPLIES</p>
<p>PO18 Development is situated on a site which is provided with a constructed road access, frontage treatment and access crossings to an appropriate urban standard.</p>	<p>AO18 Development is provided with the following works which are constructed to the applicable design standard for comparable new subdivision requirements:</p> <ul style="list-style-type: none"> a. concrete kerb and channel; b. paved roadway; c. a constructed walkway or repair of any damage to any walkway caused by construction or operational activities; d. drainage works; e. services conduits. 	<p>AO18 The development will utilize the existing approved premises, with no external changes proposed or required. Deemed to Comply</p>
<p>PO19 Development is provided with adequate vehicle access to service the uses proposed for the site, including a safe and easily accessible vehicle movement layout.</p>	<p>AO19 Development provides for all vehicles, including servicing and waste disposal vehicles, to enter and exit the site in forward gear, and comply with the car parking design and site access guidelines in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO19 The development will utilize the existing approved premises, with no external changes proposed or required. Deemed to Comply</p>
<p>Section B—If assessable development</p>		
<p>Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises within 150m of a sensitive zone other than for research and technology industry in the Mixed use zone</p>		
<p>PO20 Development for a building:</p>	<p>AO20.1 Development has a maximum building height of 9.5m within 20m of a sensitive zone.</p>	<p>AO20.1 Not applicable – more than 20m from a sensitive zone</p>

<p>a. is reasonably compatible in appearance and scale with nearby residential buildings; b. ensures that the reflectivity of roofing materials or solar panel systems does not impact on the amenity of adjoining premises.</p>	<p>AO20.2 Development has buildings which are constructed with brick, painted concrete or masonry and does not incorporate highly reflective materials.</p>	<p>AO20.2 Complies</p>
<p>Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site is on the opposite side of the road to a sensitive zone other than for research and technology industry in the Mixed use zone</p>		
<p>PO21 Development has a site layout which presents attractively with landscaping and building to a sensitive zone.</p>	<p>AO21 Development ensures that: a. the only activity located between the frontage landscape strip and the building is car parking for visitors and staff; b. the building is located towards the front boundary behind the frontage landscape strip; c. all other on-site activity, outdoor storage of vehicles, goods or material, open storage and servicing is located at the rear of the building and is not visible from the road. Refer to Figure c.</p>	<p>AO21 Not applicable, no external changes to existing building.</p>
<p>Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site has a common side or rear boundary with a site where in a zone in the Residential zones category other than for research and technology industry in the Mixed use zone</p>		
<p>PO22 Development provides: a. appropriate screening and buffering to neighbouring residential areas so that the amenity of these areas is maintained or improved; b. landscaping of the site to present attractively to a residential area, with fencing and landscaping used to screen site activities from view.</p>	<p>AO22.1 Development provides parking and outdoor storage areas which are screened from a zone in the Residential zones category and residential dwellings. AO22.2 Development on a site where a zone in the Residential zones category adjoins the rear of the site ensures that the rear wall of the new industrial building is constructed from side boundary to side boundary.</p>	<p>AO22.1 - AO22.4 Not applicable</p>

	<p>Refer to Figure d.</p> <p>AO22.3 Development ensures that:</p> <ul style="list-style-type: none"> a. where a building wall with no openings is orientated to a zone in the Residential zones category, a densely planted landscaped buffer at least 3m wide is provided; or b. where a building wall with openings is orientated to a zone in the Residential zones category, a densely planted landscaped and screened buffer area at least 6m wide is provided. <p>AO22.4 Development provides landscape buffers consisting of tall trees and shrubs, including a mix of fast-growing pioneer species and mature stock of slower growing permanent species, which will form a complete visual screen of a minimum of 4m in height within 3 years of planting.</p>	
<p>Additional performance outcomes and acceptable outcomes if a food and drink outlet, indoor sport and recreation or a shop</p>		
<p>PO23 Development:</p> <ul style="list-style-type: none"> a. is in a highly accessible location; b. does not contribute to strip development along arterial roads; c. must not introduce non-local traffic into minor roads. 	<p>AO23 Development is to be on a site that:</p> <ul style="list-style-type: none"> a. is located on either a district road or a suburban road; b. does not have a boundary to an arterial road. 	<p>AO23 Site is on a suburban road. Complies</p>
<p>PO24 Development does not:</p> <ul style="list-style-type: none"> a. create an unplanned centre through a clustering of non-industrial uses; 	<p>AO24.1 Development is not located on a site:</p> <ul style="list-style-type: none"> a. adjoining a zone in the Centre zones category; b. within 400m walking distance from the perimeter of a zone in the Centre zones category; 	<p>AO24.1 The site is not adjoining or within 400m of a Centre zone or adjoin a site with the Commercial character building overlay. Complies</p>

<p>b. cause an incremental extension to the edge of an existing centre through sequential development of multiple non-industrial uses;</p> <p>c. locate in proximity to an existing centre or non-industrial use of a similar nature;</p> <p>d. compromise the industrial function of an industrial area.</p> <p>Note—In interpreting PO24(a), the term 'unplanned centre' means a group, whether on the same site or adjoining premises, of more than one of each of the following uses:</p> <ul style="list-style-type: none"> • food and drink outlet; or • shop; or • indoor sport and recreation. 	<p>c. adjoining a site in the Commercial character building overlay.</p> <p>AO24.2 Development for a food and drink is not located within 400m walking distance of an existing or approved premises containing a food and drink outlet.</p> <p>AO24.3 Development for a shop is not located within 400m walking distance of an existing or approved premises containing a shop.</p> <p>AO24.4 Development for indoor sport and recreation is not located within 800m walking distance of an existing or approved premises containing indoor sport and recreation.</p>	<p>AO24.2 The site is not within 400m walking distance of an existing food and drink outlet. Complies</p> <p>AO24.3 Not applicable</p> <p>AO24.4 Not applicable</p>
<p>PO25 Development for a food and drink outlet or shop is low key in scale, nature and employment and of an appropriate size to serve the needs of the local industrial workforce and does not detrimentally impact on the primary industrial function of an area.</p>	<p>AO25 Development for a food and drink outlet or shop does not exceed a gross floor area of 250m².</p>	<p>AO25 Food and drink outlet has a GFA of ???m². Complies</p>
<p>PO26 Development for indoor sport and recreation is only located in the Low impact industry zone and is low key in scale, nature and employment, and of an appropriate size to serve the needs of the local industrial workforce and does not detrimentally impact on the primary industrial function of the area.</p>	<p>AO26 Development for indoor sport and recreation is only located in the Low impact industry zone and does not exceed a gross floor area of 400m².</p>	<p>AO26 Not applicable</p>
<p>PO27 Development for indoor sport and recreation:</p> <p>a. is located, designed and constructed to achieve the air quality (planning) criteria in Table</p>	<p>AO27 Development for indoor sport and recreation is located no closer to an industrial use than the distance stated in Table 9.3.12.3.J.</p>	<p>AO27 Not applicable</p>

<p>9.3.12.3.B, odour criteria in Table 9.3.12.3.C and health risk criteria in Table 9.3.12.3.D; b. does not compromise the intended industrial function of land in the Industry zone, General industry B zone precinct and General industry C zone precinct, and Special industry zone.</p> <p>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>		
<p>PO28 Development complies with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G.</p> <p>Note—A noise impact assessment report prepared in accordance with Noise impact assessment planning scheme policy the can assist in demonstrating achievement of this performance outcome.</p>	<p>AO28 Development where in the Low impact industry zone or General industry A zone precinct of the Industry zone has hours of operation which are limited to 6am to 7pm Monday to Saturday excluding public holidays.</p>	<p>AO28 The site is within the Low Impact industry zone and will have some activities outside the hours of 6am to 7pm, Monday to Saturday, having evening activities 3 times a week for up to 20 persons from 6pm – 9pm and Sunday worship activities for up to 100 people from 9am to noon. Does not comply</p>
<p>Additional performance outcomes and acceptable outcomes if an educational establishment</p>		
<p>PO29 Development: a. demonstrates a clear nexus with local industrial activities; b. services the local industrial workforce; c. does not adversely impact on the continued operation of nearby industrial uses.</p>	<p>AO29 Development: a. is only for trade or industry related training; b. does not involve overnight accommodation on premises.</p>	<p>AO29 Not applicable</p>

Table 9.3.12.3.B—Air quality (planning) criteria

Pollutant	Averaging time	Health outcome protected	Criteria including background ($\mu\text{g}/\text{m}^3$)	Criteria including background (ppm)
Nitrogen dioxide	1 hour	Health and wellbeing	250	0.12
	Annual	Health and wellbeing	62	0.03

Sulfur dioxide	1 hour	Health and wellbeing	570	0.2
	24 hours	Health and wellbeing	230	0.08
	Annual	Health and wellbeing	57	0.02
Particulate matter (PM) as total suspended particulates (TSP)	Annual	Health and wellbeing	90	-
PM less than 10µm (PM ₁₀)	24 hours	Health and wellbeing	50	-
	Annual	Health and wellbeing	25	-
PM less than 2.5µm (PM _{2.5})	24 hours	Health and wellbeing	25	-
	Annual	Health and wellbeing	8	-
Carbon monoxide	8 hours	Health and wellbeing	11,000	9
Dust deposition as insoluble solids	Annual	Protecting aesthetic environment	4g/m ² /month	-
1,1,1-trichloroethane (methyl chloroform)	1 hour	Health and wellbeing	12,500	2.3
1,1,2-trichloroethane	1 hour	Health and wellbeing	1,000	0.18
1,1-biphenyl	1 hour	Health and wellbeing	24	0.0037
1,2 dichloroethane	24 hours	Health and wellbeing	750	0.17
1,3-butadiene	Annual	Health and wellbeing	2.4	0.001
Acetaldehyde	1 hour	Odour	42	0.023
Acetic acid	1 hour	Odour	270	0.11
Acetone	1 hour	Health and wellbeing	22,000	9.2
Acrolein	1 hour	USEPA extremely toxic	0.42	0.00018
Acrylonitrile	1 hour	USEPA Group B1 carcinogen (probable human carcinogen)	8	0.0037

Alpha chlorinated toluenes and benzoyl chloride	1 hour	IARC Group 1 carcinogen (known human carcinogen)	9	0.0018
Ammonia	1 hour	Health and wellbeing	330	0.46
Antimony and compounds	1 hour	Health and wellbeing	9	-
Arsenic and compounds (as total metal content in PM ₁₀)	1 hour	IARC Group 1 carcinogen (known human carcinogen)	0.09	-
	Annual	Health and wellbeing	6ng/m ³	-
Benzene	1 hour	Health and wellbeing	29	0.009
	Annual	Health and wellbeing	10	0.003
Benzo(a)pyrene (as marker for PAH)	Annual	Health and wellbeing	0.3ng/m ³	-
Beryllium and compounds	1 hour	IARC Group 1 carcinogen (known human carcinogen)	0.004	-
Bromochloromethane	1 hour	Health and wellbeing	19,000	3.7
Bromoform (tribromomethane)	1 hour	Health and wellbeing	90	0.009
Bromotrifluoromethane	1 hour	Health and wellbeing	112,000	18
Butyl acrylate	1 hour	Odour	100	0.019
Butyl mercaptan	1 hour	Odour	7	0.002
Cadmium and compounds (as total metal content in PM ₁₀)	Annual	Health and wellbeing	5ng/m ³	-
Carbon disulfide	1 hour	Odour	18	0.0055
	24 hours	Health and wellbeing	110	0.032
Chlorine	1 hour	Health and wellbeing	50	0.018

Chlorine dioxide	1 hour	Health and wellbeing	5.1	0.0018
Chlorobenzene	1 hour	Odour	100	0.023
Chloroform	1 hour	Health and wellbeing	900	0.18
Chromium III compounds	1 hour	Health and wellbeing	9	-
Chromium VI compounds	1 hour	IARC Group 1 carcinogen (known human carcinogen)	0.09	-
Copper dusts and mists	1 hour	Health and wellbeing	18	-
Copper fumes	1 hour	Health and wellbeing	3.7	-
Cumene (isopropyl benzene)	1 hour	Odour	21	0.004
Cyanide (as CN)	1 hour	Health and wellbeing	90	-
Cyclohexane	1 hour	Health and wellbeing	19,000	5
Cyclohexanone	1 hour	Odour	260	0.07
Diacetone alcohol	1 hour	Odour	700	0.15
Dichloromethane (methylene chloride)	24 hours	Health and wellbeing	3200	0.85
	7 days	Health and wellbeing	480	0.13
Diethylamine	1 hour	Odour	30	0.01
Dimethylamine	1 hour	Odour	9	0.0052
Dioxins and furans (as TCDD TEF)	1 hour	IARC Group 1 carcinogen (known human carcinogen)	0.000002	-
Diphenyl ether	1 hour	Odour	80	0.01
Ethanol	1 hour	Odour	2,100	1.1
Ethyl acetate	1 hour	Odour	12,100	3.5

Ethyl acrylate	1 hour	Odour	0.4	0.0001
Ethyl butyl ketone	1 hour	Health and wellbeing	4,200	0.9
Ethyl chloride (chloroethane)	1 hour	Health and wellbeing	48,000	18
Ethylbenzene	1 hour	Health and wellbeing	8,000	1.8
Ethylene oxide	1 hour	IARC Group 1 carcinogen (known human carcinogen)	3.3	0.0018
Formaldehyde	1 hour	Protecting aesthetic environment	96	0.07
	24 hours	Health and wellbeing	54	0.04
Hydrogen chloride	1 hour	Health and wellbeing	140	0.09
Hydrogen cyanide	1 hour	USEPA extremely toxic	200	0.18
Hydrogen sulfide	24 hours	Health and wellbeing	160	0.11
	1 hour	Odour	6.5	0.0043
Lead and compounds (as total metal content in TSPs)	Annual	Health and wellbeing	0.5	-
Magnesium oxide fumes	1 hour	Health and wellbeing	180	-
Manganese and compounds (as total metal content in PM ₁₀)	Annual	Health and wellbeing	0.16	-
MDI (diphenylmethane diisocyanate)	1 hour	USEPA extremely toxic	0.04	-
Mercury inorganic	1 hour	Health and wellbeing	1.8	-
	Annual	Health and wellbeing	1.1	-
Mercury organic	1 hour	Health and wellbeing	0.18	-
Methanol	1 hour	Odour	3,000	2.4

Methyl ethyl ketone	1 hour	Odour	3,200	1.1
Methyl isobutyl ketone	1 hour	Odour	230	0.05
Methyl mercaptan	1 hour	Odour	0.46	0.00023
Methyl methacrylate	1 hour	Odour	120	0.027
Methyl styrene	1 hour	Odour	140	0.029
Methylamine	1 hour	Odour	2.7	0.0023
n-Butanol	1 hour	Odour	500	0.16
n-Butyl acetate	1 hour	Odour	1,020	0.21
n-Hexane	1 hour	Health and wellbeing	3,200	0.9
Nickel and compounds (as total metal content in PM ₁₀)	Annual	Health and wellbeing	0.02	-
Nitric acid	1 hour	Health and wellbeing	90	0.037
Nitrobenzene	1 hour	Odour	2.6	0.00052
n-Propanol	1 hour	Odour	41	0.016
Pentachlorophenol	1 hour	USEPA extremely toxic	0.9	-
Phenol	1 hour	Odour	20	0.0052
Phosgene	1 hour	USEPA extremely toxic	7	0.0018
Phosphine	1 hour	Odour	3.1	0.0023
Propylene oxide	1 hour	USEPA Group B1 carcinogen (probable human carcinogen)	90	0.037
Pyridine	1 hour	Odour	7	0.0023
Styrene	1 hour	Odour	65	0.014

	7 days	Health and wellbeing	280	0.06
Sulfate	24 hours	Health and wellbeing	27	-
Sulfuric acid	1 hour	Health and wellbeing	18	-
TDI (toluene-2,4-diisocyanate; toluene-2,6-diisocyanate)	1 hour	USEPA extremely toxic	0.04	-
Tetrachloroethylene (perchloroethylene)	1 hour	Odour	7,487	1.01
	Annual	Health and wellbeing	270	0.036
Toluene	1 hour	Odour	958	0.23
	24 hours	Health and wellbeing	4,100	1
	Annual	Health and wellbeing	410	0.1
Trichloroethylene	1 hour	IARC Group 2A carcinogen (probable human carcinogen)	500	0.09
Triethylamine	1 hour	Odour	200	0.05
Vanadium and compounds (as total metal content in PM ₁₀)	24 hours	Health and wellbeing	1.1	-
Vinyl chloride monomer	24 hours	Health and wellbeing	28	0.01
Vinyl toluene	1 hour	Health and wellbeing	4,400	0.9
Welding fumes (total particulate)	1 hour	Health and wellbeing	90	-
Xylenes (as a total of ortho, meta and para isomers)	24 hours	Health and wellbeing	1,200	0.25
	Annual	Health and wellbeing	950	0.2
Zinc chloride fumes	1 hour	Health and wellbeing	18	-
Zinc oxide fumes	1 hour	Health and wellbeing	90	-

Note—

- Criteria that are stated in $\mu\text{g}/\text{m}^3$ are to be referenced to 0°C.
- Criteria that are stated in ppm are to be expressed as volume/volume.
- Averaging times of 1 hour or less are to be presented using the 99.9th percentile concentration of the total site impact from dispersion modelling and background concentration for all pollutants in the above table, or the maximum concentration from dispersion modelling if no background concentration is available.
- Averaging times of greater than 1 hour are to be presented using the maximum concentration of the total site impact from dispersion modelling and background concentration.
- Dust deposition is the maximum allowable level from new and existing sources, calculated from annualised modelling data.
- Polycyclic aromatic compounds (PAH) are assessed as benzo(a)pyrene equivalent using potency equivalency factors as listed in the Air quality planning scheme policy.
- Dioxins and furans are assessed as 2,3,7,8-tetrachlorodibenzodioxin equivalent (TCDD) using toxic equivalency factors (TEF) as listed in the Air quality planning scheme policy.
- ng — nanograms

Table 9.3.12.3.C—Odour criteria

Pollutant	Averaging time	Health outcome protected	Criteria (odour units—OU)
Odour	1 hour	Odour	0.5 OU for tall stacks
Odour	1 hour	Odour	2.5 OU for ground-level and wake-affected plumes from short stacks

Note—Odour criteria are to be evaluated using the 99.5th percentile concentration from dispersion modelling.

Table 9.3.12.3.D—Health risk assessment criteria

Risk type	Incremental health risk criteria for development in isolation	Cumulative health risk criteria for development with background sources of pollutants
Lifetime cancer risk	Less than 1 in 1,000,000	Less than 1 in 100,000
Chronic hazard index	Less than 0.5	Less than 1
Acute hazard index	Less than 0.5	Less than 1

- Note—
- Lifetime cancer risk and chronic hazard index are to be evaluated using the annual average concentration from dispersion modelling.
 - Acute hazard index is to be evaluated using the maximum 1 hour average concentration from dispersion modelling.
 - The methodology for evaluating health risk in isolation or with background sources of pollutants is outlined in the Air quality planning scheme policy.

Table 9.3.12.3.E—Noise (planning) criteria

Criteria location	Intrusive noise criteria	Acoustic amenity criteria
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	Day, evening and night LAeq,adj,T are not greater than the RBL plus the value in this column for the relevant criteria location, where T equals: <ul style="list-style-type: none"> • day — 11hr • evening — 4hr • night — 9hr 	Day, evening and night LAeq,adj,T are not greater than the values in this column for the relevant criteria location, where T equals: <ul style="list-style-type: none"> • day — 11hr • evening — 4hr • night — 9hr 		
		Day	Evening	Night
Low density residential zone boundary	3dB(A)	55dB(A)	45dB(A)	40dB(A)
Low—medium density residential zone boundary	3dB(A)	55dB(A)	45dB(A)	40dB(A)
Medium density residential zone boundary	3dB(A)	55dB(A)	50dB(A)	45dB(A)
High density residential zone boundary	3dB(A)	55dB(A)	50dB(A)	50dB(A)
Character residential zone boundary	3dB(A)	50dB(A)	45dB(A)	40dB(A)
Tourist accommodation zone boundary	3dB(A)	55dB(A)	50dB(A)	50dB(A)
At a sensitive use in the Principal centre zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)
At a sensitive use in the Major centre zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)
At a sensitive use in the District centre zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)
At a sensitive use in the Neighbourhood centre zone	5dB(A)	55dB(A)	50dB(A)	50dB(A)
At a sensitive use in the Specialised centre zone	5dB(A)	55dB(A)	50dB(A)	50dB(A)
Emerging community zone boundary	5dB(A)	55dB(A)	50dB(A)	45dB(A)
Environmental management zone boundary	0dB(A)	40dB(A)	40dB(A)	40dB(A)
Conservation zone boundary	0dB(A)	40dB(A)	40dB(A)	40dB(A)
At a sensitive use in the Mixed use zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)

At a sensitive use in the Rural zone	5dB(A)	55dB(A)	50dB(A)	45dB(A)
At a sensitive use in the Rural residential zone	5dB(A)	50dB(A)	45dB(A)	40dB(A)
At a sensitive use in the Township zone	5dB(A)	55dB(A)	45dB(A)	40dB(A)
Rural residential sensitive use	5dB(A)	50dB(A)	45dB(A)	40dB(A)
Township zone sensitive use	5dB(A)	55dB(A)	45dB(A)	40dB(A)

Note—

- $L_{Aeq,adj,T}$: The adjusted A-weighted equivalent continuous sound pressure level of the development during the time period T, where T is an 11-hour day (7am—6pm), 4-hour evening (6pm—10pm) and 9-hour night (10pm-7am), determined in accordance with the methodology in the Noise impact assessment planning scheme policy.
- RBL: Rating background level determined in accordance with the methodology in the Noise impact assessment planning scheme policy.
- dB(A): A-weighted decibels

Table 9.3.12.3.F—Low frequency noise criteria

Criteria location	Day (7am—6pm) $L_{Ceq,adj,11hr}$ is not greater than the following values at the relevant criteria location:	Evening (6pm—10pm) $L_{Ceq,adj,4hr}$ is not greater than the following values at the relevant criteria location:	Night (10pm—7am) $L_{Ceq,adj,9hr}$ is not greater than the following values at the relevant criteria location:
Low density residential zone boundary	65dB(C)	65dB(C)	60dB(C)
Low–medium density residential zone boundary	65dB(C)	65dB(C)	60dB(C)
Medium density residential zone boundary	65dB(C)	65dB(C)	60dB(C)
High density residential zone boundary	70dB(C)	65dB(C)	65dB(C)
Character residential zone boundary	65dB(C)	65dB(C)	60dB(C)
Tourist accommodation zone boundary	70dB(C)	65dB(C)	65dB(C)
At a sensitive use in the Principal centre zone	75dB(C)	75dB(C)	70dB(C)
At a sensitive use in the Major centre zone	75dB(C)	75dB(C)	70dB(C)

At a sensitive use in the District centre zone	70dB(C)	65dB(C)	65dB(C)
At a sensitive use in the Neighbourhood centre zone	70dB(C)	65dB(C)	65dB(C)
At a sensitive use in the Specialised centre zone	75dB(C)	75dB(C)	70dB(C)
Emerging community zone boundary	65dB(C)	65dB(C)	60dB(C)
Environmental management zone boundary	65dB(C)	65dB(C)	65dB(C)
Conservation zone boundary	65dB(C)	65dB(C)	65dB(C)
At a sensitive use in the Mixed use zone	75dB(C)	75dB(C)	70dB(C)
At a sensitive use in the Rural zone	70dB(C)	65dB(C)	65dB(C)
At a sensitive use in the Rural residential zone	65dB(C)	65dB(C)	60dB(C)
At a sensitive use in the Township zone	70dB(C)	65dB(C)	65dB(C)

Note—

- $L_{Ceq,adj,T}$: The adjusted C-weighted equivalent continuous sound pressure level of the development during the time period T, where T is an 11-hour day (7am—6pm), 4-hour evening (6pm—10pm) and 9-hour night (10pm—7am), determined in accordance with the methodology in the Noise impact assessment planning scheme policy.
- dB(C): C-weighted decibels

Table 9.3.12.3.G—Night-time noise criteria

Criteria location	Where the existing $L_{Aeq,9hr}$ night at the criteria location is:	Average of the highest 15 single L_{Amax} events over a given night (10pm-7am) period is not greater than the following values at the relevant criteria location:	The absolute highest single L_{Amax} event over a given night (10pm-7am) period is not greater than the following values at the relevant criteria location:
At the zone boundary of: • Low density residential zone; • Low–medium density residential zone; • Medium density residential zone; • High density residential zone;	<45dB(A)	50dB(A)	55dB(A)
	45 to 60dB(A)	$L_{Aeq,9hr}$ night + 5dB(A)	$L_{Aeq,9hr}$ night + 10dB(A)
	>60dB(A)	65dB(A)	70dB(A)

<ul style="list-style-type: none"> • Character residential zone; • Tourist accommodation zone; or • Emerging community zone. 			
External to a sensitive use located in a: <ul style="list-style-type: none"> • Principal centre zone; • Major centre zone; • District centre zone; • Neighbourhood centre zone; • Specialised centre zone; • Mixed use zone; • Rural zone; • Rural residential zone; or • Township zone. 	Not applicable	65dB(A)	70dB(A)

Note—

- L_{Amax}: The A-weighted maximum sound pressure level determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.
- L_{Aeq,9hr}: The A-weighted equivalent continuous sound pressure level of the development during the night time period 10pm to 7am, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.
- Night: 10pm to 7am
- dB(A): A-weighted decibels

Table 9.3.12.3.H—Maximum quantities for storage of dangerous goods and combustible liquids

Name (the following dangerous goods are as defined in the Australian code for the transport of dangerous goods by road and rail)	Class	Quantity (tonnes)
Explosives	Class 1	0.025
Flammable gases	Class 2.1	2
Non-flammable/Non-toxic gases	Class 2.2	100
Oxidising gases	Class 2.2 (Sub-risk 5)	100

Poisonous gases	Class 2.3	0.1
Flammable liquids	Class 3 PGI	20
	Class 3 PGII	50
	Class 3 PGIII	100
	Any mix of chemicals from any Packing Group where none of the items exceeds the threshold quantity on their own.	100
Combustible liquids (as defined by AS1940-2004 The storage and handling of flammable and combustible liquids)	C1/C2	500
Exemption for dangerous goods store	An aggregate quantity of Class 3 flammable liquid and combustible liquids stored, or intended to be stored, below ground.	385,000L
	Class 2.1 LPG either underground or aboveground.	16m ³
Flammable solids	Class 4.1 PGI	0.25
	Class 4.1 PGII	2
	Class 4.1 PGIII	5
	Any mix of chemicals from any Packing Group where none of the items exceeds the threshold quantity on their own.	5
Substances liable to spontaneous combustion	Class 4.2 PGI	0.125
	Class 4.2 PGII	1
	Class 4.2 PGIII	2.5
	Any mix of chemicals from any Packing Group where none of the items exceeds the threshold quantity on their own.	2.5
Substances which in contact with water emit flammable gases	Class 4.3 PGI	0.25
	Class 4.3 PGII	2

	Class 4.3 PGIII	5
	Any mix of chemicals from any Packing Group where none of the items exceeds the threshold quantity on their own.	5
Oxidising agents	Class 5.1 PGI	1.25
	Class 5.1 PGII	10
	Class 5.1 PGIII	25
	Any mix of chemicals from any Packing Group where none of the items exceeds the threshold quantity on their own.	25
Organic peroxides	Class 5.2 PGI	0.125
	Class 5.2 PGII	1
	Class 5.2 PGIII	2.5
	Any mix of chemicals from any Packing Group where none of the items exceeds the threshold quantity on their own.	2.5
Poisonous (toxic) substances	Class 6.1 PGI	0.25
	Class 6.1 PGII	2
	Class 6.1 PGIII	5
	Any mix of chemicals from any Packing Group where none of the items exceeds the threshold quantity on their own.	5
Infectious substances	Class 6.2	0.1
Corrosive substances	Class 8 PGI	1.25
	Class 8 PGII	10
	Class 8 PGIII	25
	Any mix of chemicals from any Packing Group where none of the items exceeds the threshold quantity on their own.	25

Miscellaneous named substances	Class 9	10
	Acetaldehyde ammonia (UN1841) PGIII	5
	Ammonium nitrate fertilisers (UN2071) PGIII	1
	Blue/brown asbestos (UN2212) PGII & white asbestos (UN2590) PGIII	0.01
	Polychlorinated biphenyls (UN2315) PGII	0.01
	Polyhalogenated biphenyls or polyhalogenated terphenyls, liquid (UN3125) PGII, solid (UN3125) PGII	0.01
	Polymeric beads, expandable, (UN2211) PGIII	2
	Zinc dithionite (zinc hydrosulfite) (UN1931) PGIII	0.1
Goods too dangerous to be transported	As listed in Appendix A of the Australian code for the transport of dangerous goods by road and rail	0.2

Note—Thresholds apply equally to those substances with a subsidiary risk.

Table 9.3.12.3.I—Hazard and risk criteria

Fatality risk	
Land use	Fatality risk criteria (risk in a million per year)
Hospital, educational establishment, childcare centre, community care centre, health care service, residential care facility and retirement facility	0.5
Community residence, dwelling house, dual occupancy, multiple dwelling, relocatable home park, rooming accommodation, short-term accommodation and tourist park	1
Commercial developments including food and drink outlet, office, shop, shopping centre, theatre and tourist attraction	5
Indoor sport and recreation, outdoor sport and recreation	10

Industry activities	50	
Injury risk		
Type of risk	Injury risk criteria	
Heat radiation	Incident heat flux radiation does not exceed 4.7kW/m ² at a frequency of more than 50 chances in a million per year.	
Explosion overpressure	Incident explosion overpressure does not exceed 7kPa at frequencies of more than 50 chances in a million per year.	
Toxic exposure	Toxic concentrations do not exceed a level which would be seriously injurious to sensitive members of the community following a relatively short period of exposure at a maximum frequency of 10 in a million per year. Toxic concentrations will not cause irritation to eyes or throat, coughing or other acute physiological responses in sensitive members of the community over a maximum frequency of 50 in a million per year.	
Risk of property damage and accident propagation		
Type of property damage and accident propagation risk	Land use	Property damage and accident propagation risk criteria
Heat radiation	Neighbouring potentially hazardous installations or at land zoned to accommodate such installations	Incident heat flux radiation should not exceed a risk of 50 in a million per year for the 23kW/m ² heat flux level
Explosion overpressure	Neighbouring potentially hazardous installations, at land zoned to accommodate such installations, or at nearest public buildings	Incident explosion overpressure should not exceed a risk of 50 in a million per year for the 14kPa explosion overpressure level
Societal risk criteria (refer Figure e)		
<p>a. Societal risk is not considered significant where the societal risk value is below the green line, i.e. in the negligible region, provided other individual criteria are met.</p> <p>b. Societal risk is not acceptable where the societal risk value is above the red line, i.e. in the intolerable region, even if individual risk criteria are met.</p> <p>c. Societal risk may be considered tolerable where the societal risk value is below the red line, i.e. within the ALARP (As Low As Reasonably Practicable) region, only where the benefits clearly outweigh the risks and provided the other Hazard and risk criteria of this code are met. Where the societal risk value is in the ALARP region</p>		

the emphasis is on reducing risks as far as possible towards the negligible line and with the development layout locating affected areas as far away from people as possible.

Note—Societal risk criteria are used for addressing the level of societal concern when there is a risk of significant, off-site, multiple fatalities occurring in one event.

Table 9.3.12.3.J—Minimum separation distances for indoor sport and recreation

Established use	Minimum separation distance (measured to the property boundary of the development)
Medium impact industry A	150m
Medium impact industry B	250m
High impact industry	500m
Special industry	1,500m

Table 9.3.12.3.K—Stormwater treatment criteria

Stormwater treatment criteria for fuel dispensing areas
<ul style="list-style-type: none"> a. Includes a spill containment compartment having sufficient capacity to hold volume equivalent to the largest likely spill scenario; b. Captures and treats 100 percent of stormwater to the following levels: <ul style="list-style-type: none"> i. <5ppm (mg/L) total petroleum hydrocarbons (TPH); ii. ≥80% reduction in total suspended solids (TSS); iii. ≥90% reduction in gross pollutants (GP); c. Includes a fail-safe design so that in the event of failure of any part of the system, power failure, or where the spill compartment or hydrocarbon chamber reaches capacity, no pollutant is released from the system in excess of the levels outlined in b.



Figure a—Office located at front of site and entrance is attractive and easily identifiable

View the high resolution of Figure a—Office located at front of site and entrance is attractive and easily identifiable



Figure b—Development provides on-site recreation areas for staff

View the high resolution of Figure b—Development provides on-site recreation areas for staff

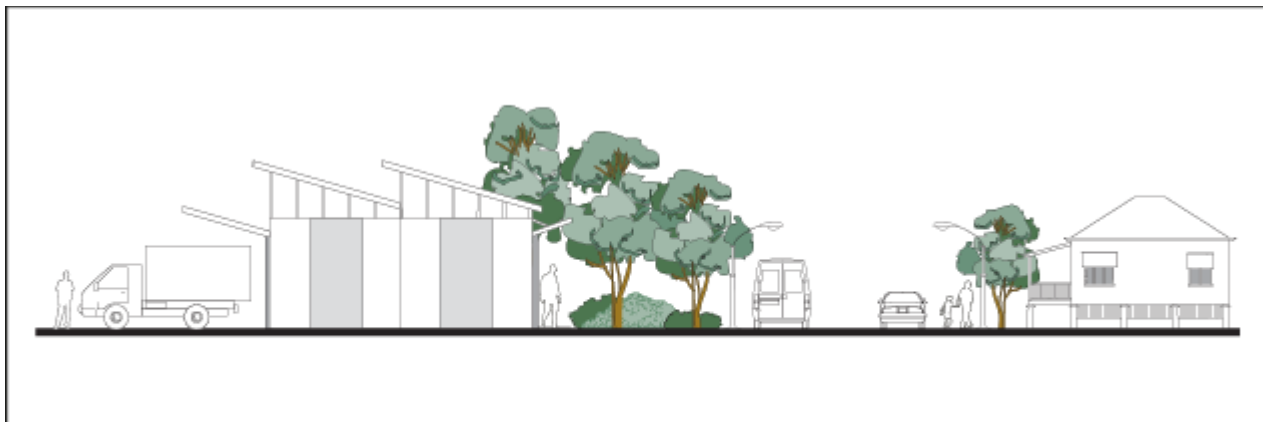


Figure c—Industrial buildings fronting residential areas present a high-quality facade and locate activity to the rear of the site

View the high resolution of Figure c—Industrial buildings fronting residential areas present a high-quality facade and locate activity to the rear of the site



Figure d—Industrial buildings sharing a common boundary with residential uses minimise potential impacts by:

- landscape buffers
- high-quality building design and construction
- locating activity away from the residential area.

View the high resolution of Figure d—Industrial buildings sharing a common boundary with residential uses minimise potential impacts by

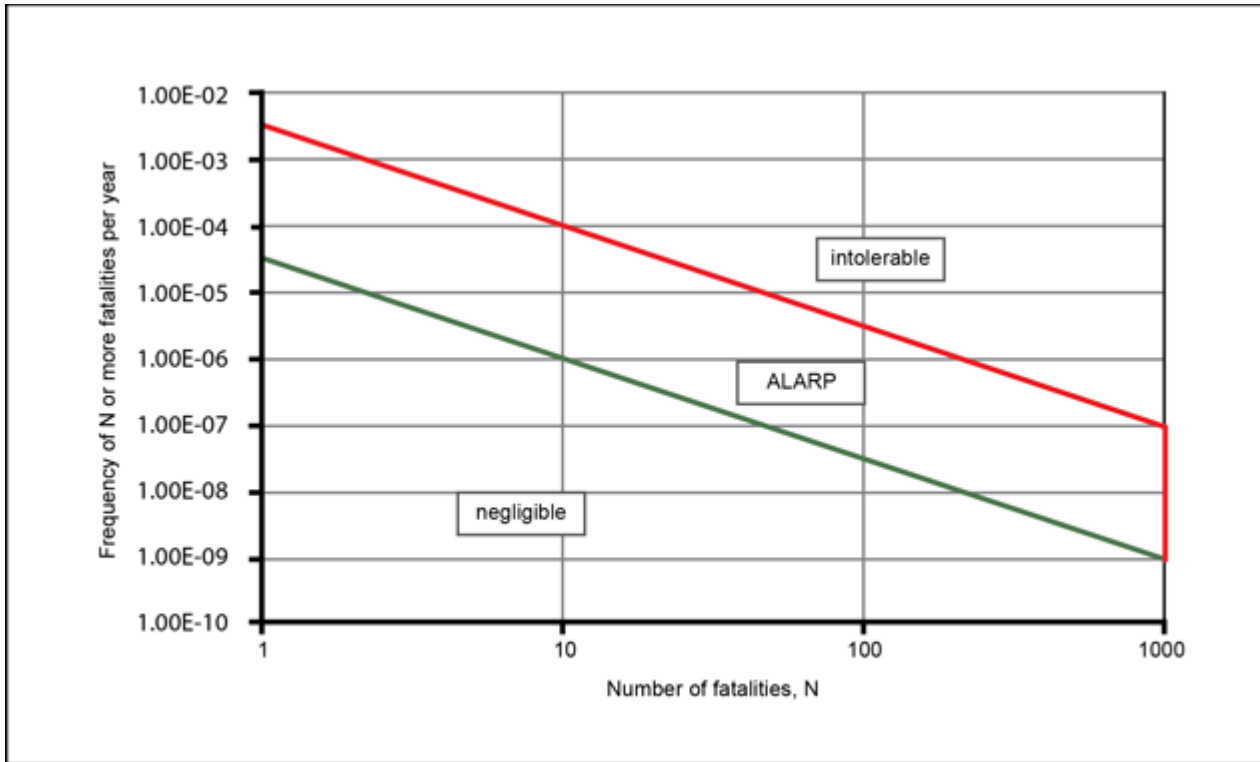


Figure e—Societal risk criteria

View the high resolution of Figure e—Societal risk criteria

9.4.11 Transport, access, parking and servicing code

9.4.11.1 Application

1. This code applies to assessing:
 - a. operational work which is assessable development if this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for operational work (section 5.8); or
 - b. a material change of use or reconfiguring a lot if:
 - i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5) reconfiguring a lot (section 5.6), or an overlay (section 5.10); or
 - ii. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code contains performance outcomes or acceptable outcomes that relate to:

- crime prevention through environmental design principles, guidance is included in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided in the Graffiti prevention planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- transport, access, parking and servicing standards and guidelines are contained in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.

Note—If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997*, the development contains a reconfiguring a lot aspect of development and the Subdivision code will apply.

9.4.11.2 Purpose

1. The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.
 - b. Development enhances the potential for trip making other than by private vehicle.
 - c. Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.
 - d. Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.

- e. Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system.
- f. Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles.
- g. Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.
- h. Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.
- i. Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.
- j. Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:
 - i. are safe and convenient to use;
 - ii. if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.
- k. Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.
- l. Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.

9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p>PO1 Development is designed:</p> <ul style="list-style-type: none"> a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c. to ensure the efficient operation and safety of the development and its surrounds. 	<p>AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO1 Will comply</p>

<p>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</p> <ul style="list-style-type: none"> • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices. 		
<p>PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.</p>	<p>AO2 No acceptable outcome is prescribed.</p>	<p>AO2 Not applicable</p>
<p>PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.</p>	<p>AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.</p>	<p>AO3 Development is proposed in an existing approved industrial premise. Deemed to comply</p>
<p>PO4</p>	<p>AO4.1</p>	<p>AO4.1, AO4.2 and AO4.3</p>

<p>Development provides walking and cycle routes through the site which:</p> <ul style="list-style-type: none"> a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. <p>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</p>	<p>Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <ul style="list-style-type: none"> a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. <p>AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p> <p>AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.</p>	<p>Development is proposed in an existing approved industrial premise. Not applicable</p>
<p>PO5 Development provides secure and convenient bicycle parking which:</p> <ul style="list-style-type: none"> a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; 	<p>AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.</p> <p>AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p>	<p>AO5.1, AO5.2, AO5.3, AO5.4 and AO5.5 Can comply</p>

<p>f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	
<p>PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO6 Will comply</p>
<p>PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.</p>	<p>AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO7 Development is proposed in an existing approved industrial premise. Deemed to comply</p>
<p>PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.</p>	<p>AO8 No acceptable outcome is prescribed.</p>	<p>AO8 Development is proposed in an existing approved industrial premise. Deemed to comply</p>
<p>PO9 Development provides access driveways in the road area that are located, designed and controlled to:</p>	<p>AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).</p>	<p>AO9 Development is proposed in an existing approved industrial premise. Deemed to comply</p>

<p>a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;</p> <p>b. ensure the amenity of adjacent premises, from impacts such as noise and light.</p>	<p>AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.</p>	<p>AO9.2 COMPLIES</p>
	<p>AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO9.3 COMPLIES</p>
	<p>AO9.4 Development provides access driveways in the road area which:</p> <ul style="list-style-type: none"> a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. 	<p>AO9.4 COMPLIES</p>
	<p>AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.</p>	<p>AO9.5 Not applicable</p>
<p>PO10 Redevelopment provides for:</p> <ul style="list-style-type: none"> a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths. 	<p>AO10 No acceptable outcome is prescribed.</p>	<p>AO10 Not applicable</p>

<p>PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.</p>	<p>AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO11.2 Development ensures that convex mirrors are only used in a site:</p> <ul style="list-style-type: none"> a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy. 	<p>AO11.1 Development is proposed in an existing approved industrial premise. Deemed to comply</p> <p>AO11.2 Not applicable</p>
<p>PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.</p>	<p>AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO12 Not applicable</p>
<p>PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.</p>	<p>AO13 Development outside of the City core and City frame as identified in Figure a:</p> <ul style="list-style-type: none"> a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. 	<p>AO13 The proposed uses are Centre uses and the site is located within 400m walking distance of Wynnum Station and the bus stops on Tingal Road. The site is, however, not in one of the nominated zones. Based upon the individual land uses, the Food and Drink outlet requires 15 spaces (12/100sqm for 122.2sqm) and the Place of Worship 16 spaces (8/100sqm for 200sqm).</p>

	<p>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The hours of operation of the 2 uses are distinctly separate, so a cumulative assessment is not appropriate. Currently there are 11 marked spaces onsite with ability to provide an additional 5 spaces in tandem on the eastern side of the driveway, the tandem spaces being readily utilized for staff parking with visitor spaces utilizing the other 11. COMPLIES</p>
<p>PO14 Development ensures that the number of car parking spaces and design of the car parking area:</p> <ul style="list-style-type: none"> a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. <p>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.</p>	<p>AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.</p> <p>AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>AO14.1 The development provides 11 marked spaces onsite. As per AO13 above, with the utilization of the achievable tandem spaces, this is sufficient for the proposed uses. COMPLIES</p> <p>AO14.2 The development comprises a mix of 2 land uses which operate at peak activity at completely different times so will utilize shared parking arrangements. COMPLIES</p>
<p>PO15 Development provides a car park layout which allows for on-site vehicle parking that:</p> <ul style="list-style-type: none"> a. is clearly defined, safe and easily accessible; b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area; d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact; e. is consistent with safe and convenient pedestrian and cyclist movement. 	<p>AO15 Development provides parking bays, queue areas and maneuvering areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO15 Development is proposed in an existing approved industrial premise. Service vehicles for the nominated uses of Food and drink outlet and Place of Worship are the same, viz SRV and such vehicles will utilize existing marked parking bays. COMPLIES</p>

<p>PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p> <ul style="list-style-type: none"> a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p>	<p>AO16 Development is proposed in an existing approved industrial building. Deemed to comply</p>
<p>PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:</p> <ul style="list-style-type: none"> a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; 	<p>AO17 Development is proposed in an existing approved industrial premise. Deemed to comply</p>

	<p>c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</p> <p>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</p>	
<p>PO18 Development is serviced by an adequate number and size of service vehicles.</p>	<p>AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO18 Both proposed uses require an SRV service vehicle, but visitation will be minimal. Will comply</p>
<p>PO19 Development layout provides for services which:</p> <ul style="list-style-type: none"> a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area. 	<p>AO19.1 Development ensures that a service bay provided on site:</p> <ul style="list-style-type: none"> a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; b. is located away from street frontages and screened from adjoining premises. 	<p>AO19.1 and AO19.2 Both proposed uses require an SRV service vehicle, but visitation will be minimal. Deemed to comply</p>
	<p>AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p>	
<p>PO20</p>	<p>AO20</p>	<p>AO20 Will comply</p>

<p>Development provides service vehicle access routes to and from the site which minimise the impact on:</p> <ul style="list-style-type: none"> a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements. 	<p>Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.</p>	
<p>If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)</p>		
<p>PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on:</p> <ul style="list-style-type: none"> a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1—9. 	<p>AO21.1 Development which is freight-dependent development is located on a site which:</p> <ul style="list-style-type: none"> a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. <p>AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.</p>	<p>AO21.1 and AO21.2 Not applicable</p>

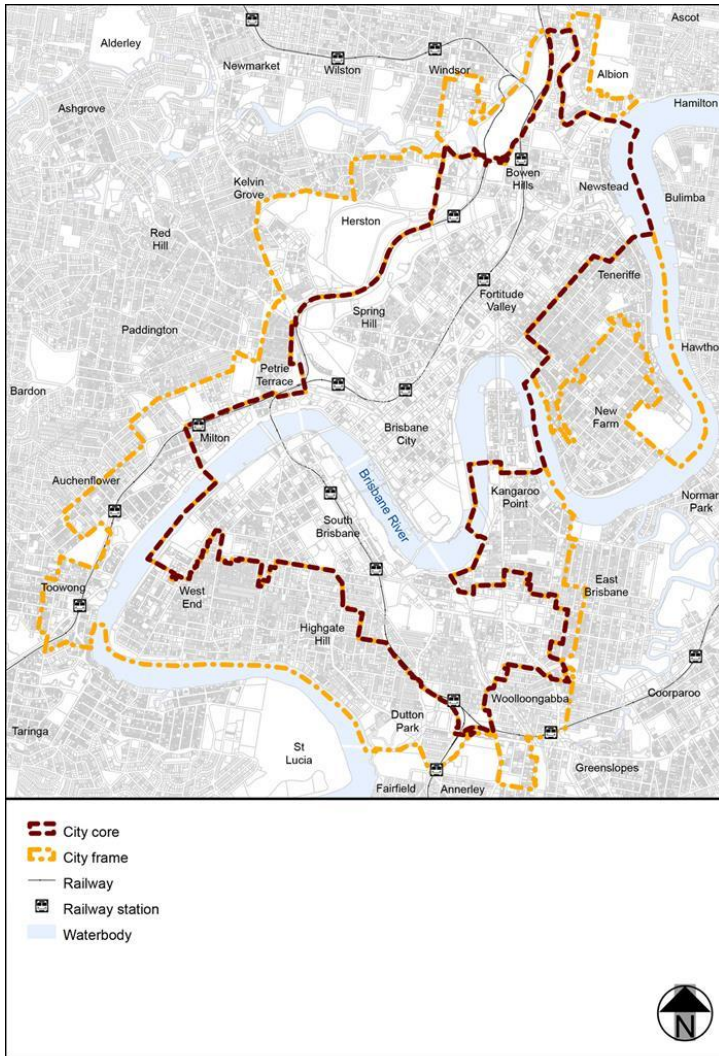


Figure a—City core and City frame

View the high resolution of Figure a-City core and City frame