



MEDIUM IMPACT INDUSTRY ZONE CODE

Logan Planning Scheme 2015 (Version 9.2 – with TLPI No.1/2024)
Effective Date: 01 July 2025

Performance outcomes	Acceptable outcomes	Assessment
For accepted development (subject to requirements) and assessable development		
Land use		
PO1 A use in the Medium impact industry zone is for uses identified in section 6.2.9.2(3)(a) overall outcomes for the Medium impact industry zone.	AO1 A use in the Medium impact industry zone is for uses identified in section 6.2.9.2(3)(a) overall outcomes for the Medium impact industry zone.	Complies AO1 The proposed development is for a Warehouse is identified at section 6.2.9.2(3)(a).
PO2 Retail sales or display activities occur at a size and scale that is incidental to and has a direct nexus with a use.	AO2 Retail sales or display activities: a. are restricted to the sale or display of items produced on the premises; b. do not exceed 10 percent of the gross floor area of a tenancy.	Not Applicable Retail sales or display activities are not proposed for the site.
Design		
Building height		
PO3 A building has a building height that: a. is consistent with the intended character for the zone; b. has regard to the functional requirements of the use; c. is responsive to the topography of the site; d. is compatible with the height of surrounding buildings; e. avoids overshadowing and protects visual amenity and privacy of premises in a residential zone category and Rural residential zone.	AO3 A building has a maximum building height of: a. 12 metres, or b. 8.5 metres where within 15 metres of the land in a residential zone category or Rural residential zone.	Complies PO3 The proposed warehouses are greater than 15m from a residential zone, and as such the relevant provision in AO3 is 12m. The proposed buildings have a maximum height of 12.51m, and therefore a variation is sought to the AO3 requirement. Although minor, the variation is a result of seeking to meet market demand for warehouses which are operationally suitable to stacking goods, together with potential installation of gantry cranes. Warehouses of this nature are also required to be sprinkled, which drives the need to create taller internal spans.



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		Because of the engineering requirement to establish appropriate roof pitches, the tallest part of the building is roughly half a meter above the AO requirement. The variation to the AO is acceptable in the context of the Performance outcome, on the basis that: • Is so minor as to scarcely be noticeable, and therefore results in no character impacts. • It responds to functional building requirements (as explained above) • It aligns with buildings constructed or approved on adjacent sites. • Has no amenity impacts, given the adjacent development and absence of sensitive interfaces.
Building clearance		
PO4 A building or structure has a road boundary clearance that is consistent with the streetscape character of the area.	AO4 A building or structure, other than an existing lawful building or structure, provides a minimum road boundary clearance of: a. 10 metres from the primary street frontage; b. six metres from a secondary street frontage.	Complies PO4 The proposed development has a building setback of 6 metres from the street frontage. This is considered appropriate as there will only be one access driveway gaining access from the street frontage. Additionally, the proposed setback is consistent with other comparable industrial developments in the surrounding context, including 1-5, 8 and 23-27 Prosperity Drive.
Site cover		
PO5	AO5	Complies AO5



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A building or structure has a site cover that facilitates the operational and amenity requirements of a use having regard to: a. servicing; b. loading and unloading; c. storage; d. car parking and manoeuvring; e. landscaping.	A building or structure has a maximum site cover of 80 percent.	The proposed plot ratio for the site is 52.17% of the site area.
Amenity		
General admissions		
PO6 Development protects the intended amenity for the zone and precinct of an adjoining premises by having regard to: a. noise emissions; b. air emissions; c. light emission; d. radiation emissions; e. vibration emissions.	AO6 Development complies with the following emissions standard of Planning scheme policy 3 - Environmental management: a. Table 3.2.1.1 - Noise emission standards for the protection of residential amenity where adjoining a premises in a zone specified in 3.2.1(1)(a) of Planning scheme policy 3 - Environmental management; b. Table 3.2.1.2 - Noise emission standards for the protection of general amenity where adjoining a premises in a zone specified in 3.2.1(1)(b) of Planning scheme policy 3 - Environmental management; c. Table 3.2.2.1 - Air emission standards; d. Table 3.2.3.1 - Light emission standards; e. section 3.2.4 - Radiation emission standards; f. Table 3.2.5.1 - Preferred weighted rms value for continuous and impulsive vibration acceleration (m/s²) 1/80Hz.	Complies AO6 The proposed uses on the site do not contribute to excessive noise, air emissions, light emissions, radiation or vibration.



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PO7 A non-industrial or business use mitigates potential adverse impacts from a Medium impact industry, Low impact industry, Service industry, Transport depot or Warehouse.	AO7 A non-industrial or business use complies with the immission and emission standards of Planning scheme policy 3 - Environmental management.	Not Applicable The proposed use is industrial.
Interface with a sensitive land use		
PO8 Development located on premises opposite or adjoining a sensitive land use, not in the Medium impact industry zone: a. is designed to be compatible in scale with the sensitive land use; b. has a site layout that screens parking and outdoor storage areas from the sensitive land use.	AO8 Development located on premises opposite or adjoining a sensitive land use, that is not in the Medium impact industry zone: a. has a three metre boundary clearance for all buildings where adjoining a sensitive land use; b. has a maximum building height of 8.5 metres where within 15 metres of the sensitive land use; c. ensures all parking, servicing and outdoor storage areas are screened from the sensitive land use.	Not Applicable The site does not share a boundary or is opposite a sensitive use.
PO9 Plant, equipment, services and outdoor storage of materials do not detract from the amenity of: a. the streetscape; b. a sensitive land use or public open space.	AO9 Plant, equipment, services and outdoor storage of materials are not visible from a: a. road; b. sensitive land use or public open space.	Not Applicable The site does not share a boundary or is opposite a sensitive use.
PO10 A loading dock does not adversely affect: a. visual amenity; b. amenity of an adjoining sensitive land use.	AO10 A loading dock is not located adjoining premises that are a sensitive land use.	Not Applicable The site does not share a boundary or is opposite a sensitive use.
For assessable development only		
Land use		



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PO11 A use does not: a. inhibit the land being used for Medium impact industry in the long term; b. adversely affect the operation of a Medium impact industry.	AO11 No acceptable outcome provided.	Complies PO11 The usage of the site for a Warehouse and does not impede the site from future use as a medium impact industry.
Shop		
PO12 A Shop: a. serves the local workforces' daily needs; b. does not undermine the viability of a nearby centre or the centre hierarchy.	AO12 A Shop: a. has a maximum gross floor area of 200m ² per tenancy; b. is not within 800 metres of another Shop.	Not Applicable The proposed use is not a Shop.
Food and drink outlet		
PO13 A Food and drink outlet: a. is small scale; b. serves the local workforces' daily needs.	AO13 A Food and drink outlet: a. has a maximum gross floor area of 200m ² per tenancy; b. is not within 800 metres of another Food and drink outlet.	Not Applicable The proposed use is not a Food and drink outlet.
Office		
PO14 An Office is incidental to another use.	AO14 An Office does not exceed 25 percent of the gross floor area of a use or 500m ² , whichever is the lesser.	Not Applicable The proposed use is not an Office.
Crematorium		
PO15 A Crematorium is designed and located to mitigate any potential adverse impacts on a sensitive land use.	AO15 A Crematorium is not developed within 50 metres of a sensitive land use when measured from any	Not Applicable The proposed use is not a Crematorium.



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	boundary of the subject land to any boundary of the sensitive land use.	
Design		
Built form		
PO16 Development ensures that glass or any other surface likely to reflect specular rays does not impose undue nuisance, discomfort or hazard on the surrounding locality.	AO16 No acceptable outcome provided.	Complies PO16 The windows proposed for the site are standard and will not reflect specular rays in a way that could create a hazard.
Crime prevention through environmental design		
PO17 Development supports the safety of users by utilising crime prevention through environmental design principles by: a. providing casual surveillance; b. providing easy way finding for pedestrians; c. deterring unintended and illegitimate access to premises; d. limiting the opportunities for graffiti and vandalism.	AO17 No acceptable outcome provided.	Complies PO17 Crime prevention through environmental design is supported at the site through providing casual surveillance from office areas, pedestrian access points, built form design and fencing.



BUSHFIRE HAZARD OVERLAY CODE

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Effective Date: 01 July 2025

Performance outcomes	Acceptable outcomes	Assessment
Location, design and siting of development		
PO1 Development is designed to: a. Minimise risk of bushfire hazard; b. provide safe premises; c. create efficient emergency access for fire-fighting and other emergency vehicles.	AO1 Development: a. does not increase the number of persons living in, or lots in, the Bushfire hazard area identified on Bushfire hazard overlay map OM-03.00; or b. is on a site that a bushfire hazard assessment prepared in accordance with the methodology in Planning scheme policy 6 - Management of bushfire hazard determines is of low bushfire hazard.	Complies AO1 The proposed use is not residential and therefore, does not increase the number of people living in the Bushfire hazard area. The site has already been cleared via previous approval RL/111/2022 and the bushfire mapping is no longer representative of the fire risk to the site.
PO2 Development is sited and constructed to minimise the bushfire hazard and maximise the protection of life and property from bushfire.	AO2 Development is located and constructed: a. where there is no bushfire management plan approved by an existing development approval: i. such that the bushfire attack level is less than or equal to BAL-29; ii. away from the most likely direction of a fire front; iii. so that elements of the development least susceptible to fire are sited closest to the bushfire hazard; iv. such that asset protection zones are sited on land with a slope less than 18 degrees; v. such that asset protection zones are entirely within the boundaries of the private property of the development site; or b. where an approved bushfire management plan directs development to be located.	Complies AO2 The site is approved to be cleared via previous approval RL/111/2022.



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Performance outcomes	Acceptable outcomes	Assessment
PO3 Reconfiguring a lot ensures that lots are designed to minimise bushfire hazard and provide safe sites for people, property and buildings.	AO3 Lots: - are suitable for people, property and buildings by: - having a bushfire attack level less than or equal to BAL-29; or - containing a development envelope area that has a bushfire attack level less than or equal to BAL-29; - provide asset protection zones that: - are located on land with a slope less than 18 degrees; - are located on the same lot.	Complies with AO3 The site is approved to be cleared via previous approval RL/111/2022.
Vehicular access and fire maintenance trails		
PO4 Access for fire management and evacuation is provided by access that: - separates premises from adjoining vegetation; - is safely accessible by fire fighting vehicles; - has regular vehicular access points for bushfire management, response and evacuation; - has regular vehicle passing and turning areas for bushfire management, response and evacuation; - allows access at all times for fire fighting vehicles; - allows for maintenance, burning off and bushfire response; - has vehicular links to an alternative through road;	AO4 Access for fire management and evacuation is provided by vehicular access in the form of a perimeter road: - with a minimum reserve width of 20 metres; - located between the premises and adjoining vegetation; - with a maximum gradient of 12.5 percent; - constructed to otherwise comply with section 3.4 - Movement infrastructure standards of Planning scheme policy 5 - Infrastructure; - that has a layout that does not include a cul-de-sac.	Complies AO4 The site is approved to be cleared via previous approval RL/111/2022.



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h. is readily maintained. Editor's note - Planning scheme policy 6 - Management of bushfire hazard provides details on alternative solutions for providing fire management access and evacuation		
Water supply		
PO5 Development has access to adequate water supply for fire fighting purposes.	AO5 Development: a. is connected to a reticulated water supply scheme that has sufficient flow and pressure characteristics for fire fighting purposes at all times with a minimum pressure and flow of 10 litres per second at 200kPa; or b. has an on-site water storage in accordance with Table 8.2.3.3.2 - Water storage for fire fighting, dedicated or retained for fire fighting purposes that is made of fire resistant materials and is: i. a separate tank; or ii. a reserve section in the bottom part of the main water supply tank.	Complies AO5 The proposed development is connected to reticulated water supply that has a sufficient flow and pressure.
For assessable development		
Community infrastructure		
PO6 Community infrastructure is not located in a bushfire hazard area or is able to function effectively during and immediately after a bushfire event.	AO6 Community infrastructure is: a. not located in a Bushfire hazard area identified on Bushfire hazard overlay map OM-03.00; or b. located to ensure that: i. the core services provided by the community infrastructure is able to function effectively during bushfire events;	Not Applicable No community infrastructure is proposed.



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	ii. access to the community infrastructure is not compromised by bushfire events; iii. the safe storage of valuable records, public records and items of cultural or historic significance is able to be maintained during a bushfire event.	
Hazardous materials		
PO7 Public safety and the environment are not adversely affected by the adverse impacts of bushfire on hazardous materials including fuels, explosives and flammable chemicals manufactured or stored in bulk on premises.	AO7 Hazardous materials: a. storage is in compliance with AS1940 - The storage and handling of flammable and combustible liquids; b. manufacturing does not occur in a Bushfire hazard area on Bushfire hazard overlay map OM-03.00.	Not Applicable No hazardous materials are proposed to be held on site for this proposal.



INFRASTRUCTURE CODE

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Performance outcomes	Acceptable outcomes	Assessment
Provision, design, construction and location of infrastructure		
PO1 Development is demonstrated to be capable of being serviced by necessary infrastructure.	AO1 Reports, plans and drawings are provided in accordance with part 2 of Planning scheme policy 5 - Infrastructure.	Complies AO1 The proposed development is capable of being adequately serviced. Proposed plans are provided in Appendix 5.
PO2 Development: a. provides necessary infrastructure to service the development; b. provides that the design, construction and location of necessary infrastructure: i. protects existing and planned infrastructure networks; ii. services proposed development; iii. integrates with existing and planned infrastructure networks; iv. delivers a standard of service that is efficient and equitable; v. minimises the cost to the community for the life of the infrastructure by providing a suitable design life, ease of maintenance and ease of replacement; vi. protects personal health, safety and premises; vii. protects environmental values.	AO2 Development: a. in a water supply service area connects to the water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; b. not in a water supply service area provides a tank with a minimum storage capacity of 45,000 litres; c. in a sewerage supply service area connects to the waste water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; d. not in a sewerage supply service area complies with part 1 of the Queensland Plumbing and Wastewater Code; e. provides stormwater infrastructure in accordance with part 3.6 of Planning scheme policy 5 - Infrastructure; f. provides a movement network infrastructure in accordance with part 3.4 of Planning scheme policy 5 - Infrastructure; g. provides parks in accordance with part 3.12 of Planning scheme policy 5 - Infrastructure;	Complies AO2 The proposed development is within the water supply service area and will appropriately connect to the network.



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	h. provides road lighting in accordance with part 3.5 of Planning scheme policy 5 - Infrastructure; i. provides electricity reticulation in accordance with part 3.8 of Planning scheme policy 5 - Infrastructure; j. provides gas and telecommunications reticulation in accordance with part 3.9 of Planning scheme policy 5 - Infrastructure. k. is consistent with the general planning layouts in part 7.2 of Planning scheme policy 5 - Infrastructure.	
Location of development		
PO3 Development is located to protect trunk infrastructure networks.	AO3 Development is located outside a network identified in Local government infrastructure plan map LGIP-03.00 to 08.00 Plans for trunk infrastructure in Schedule 3 - Local government infrastructure plan mapping and tables.	Complies PO3 The site is located to protect trunk infrastructure works.
Fire fighting		
PO4 Development in a water service area accessed by common private title provides: a. fire hydrant infrastructure; b. unimpeded access for emergency services vehicles.	AO4 Development in a water service area involving a material change of use or reconfiguring a lot where, or to be, accessed by common private title ensures that fire hydrant placement and technical requirements for streets and access ways are in accordance with: a. Australian Standard (AS) 2419.1 - 2005 Fire hydrant installations;	Not Applicable The site is not included in common private title.



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	b. QFES: Fire Hydrant and vehicle access guidelines for residential, commercial and industrial lots.	
PO5 Development not in a water service area provides sufficient water storage with adequate pressure, volume and flow to service development for fire fighting purposes.	AO5 Development: a. is connected to a reticulated water supply scheme that has sufficient flow and pressure characteristics for fire fighting purposes at all times with a minimum pressure and flow of 10 litres per second at 200kPa; or b. has on-site water storage in accordance with Table 9.4.3.3.2 - Water storage for fire fighting, dedicated or retained for fire fighting purposes that is made of fire resistant materials and is: i. a separate tank; or ii. a reserve section in the bottom part of the main water supply tankwater tank.	Complies AO5 The proposed development is connected to a reticulated water supply and is suitable for fire fighting purposes.
Waste management		
PO6 Development provides refuse and recycling collection and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO6.1 Development provides refuse and recycling collection and storage facilities in accordance with Planning scheme policy 9 - Waste management.	Complies AO6.1 The proposed plans identify appropriate refuse and recycling collection and storage facilities.
	AO6.2 Development ensures that the location and design of refuse and recycling collection and storage facilities does not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.	Complies AO6.2 The location of the proposed refuse and recycling collection is located as to not impact the proposed development or any surrounding uses.



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	Note - Planning scheme policy 9 - Waste management provides guidance on how to achieve this outcome.	
Disposal of trade waste		
PO7 The disposal of trade waste in a sewerage supply service area does not adversely affect the sewerage network.	AO7 The disposal of trade waste in a sewerage supply service area complies with the sewer admission standards in section 3.2.6 - Sewer admission standards in Planning scheme policy 3 - Environmental management.	Not Applicable The disposal of trade waste is not anticipated at the use.
Roof water drainage and surface water drainage		
PO8 Development provides stormwater infrastructure for the drainage of the premises so as not to cause any of the following: a. ponding of stormwater on the premises; b. a hazard to personal health and safety; c. damage to premises; d. an increased risk of flooding to premises within the catchment.	AO8 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	Complies AO8 The proposed development complies with the standards of stormwater infrastructure.
Natural flow of surface water		
PO9 Development provides that the natural flow of surface water is: a. not altered so as to cause a risk to personal health and safety or damage to property; b. not increased in intensity, velocity or frequency; c. not concentrated onto adjoining premises.	AO9 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	Complies AO9 The proposed development complies with the stormwater infrastructure standards.



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Water sensitive urban design		
PO10 Development which provides stormwater infrastructure incorporates water sensitive urban design principles having regard to: a. protecting existing natural features and ecological processes; b. protecting the natural hydrologic behaviour of catchments; c. protecting the existing natural flow and water quality regimes of waterways; d. protecting water quality of surface and ground waters; e. minimising demand on the water network; f. minimising sewage discharges to the natural environment; g. integrating water into the landscape to enhance visual and ecological values.	AO10 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	Complies AO10 The proposed development complies with the stormwater infrastructure standards.
Movement network		
PO11 The projected traffic levels for a use do not adversely affect the planned standards of service for a road or intersection.	AO11 Development does not cause or contribute to projected traffic levels: a. exceeding the maximum vehicle trips per day in Table 3.4.1.4.2 in Planning scheme policy 5 - Infrastructure; or b. exceeding the maximum control delays through intersections in peak periods in Table 3.4.1.4.3 in Planning scheme policy 5 - Infrastructure.	Complies AO11 As per the traffic engineering report prepared by Modus and included in Appendix 6, the development does not increase traffic generated to the site in a manner that will compromise the safety or efficiency of the external road network.
Integrated movement concept report		



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PO12 Development which generates more than 3,000 vehicle trips per average weekday is designed to integrate the movement network to minimise the transportation costs required to service the use.	AO12 Development which generates more than 3,000 vehicle trips per average weekday provides an integrated movement concept report which integrates the planning of the movement network in accordance with part 2 and 3 of Planning scheme policy 5 - Infrastructure.	Not Applicable The site is not anticipated to generate over 3,000 vehicle trips.
For assessable development only		
Land use and transport integration		
PO13 Development within 400 metres of existing or future public passenger transport facilities where the total site area is 5,000m ² or more: a. supports a road hierarchy which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities; b. enhances connectivity between existing and future public passenger transport facilities and other transport modes; c. optimises the walkable catchment to existing and future public passenger transport facilities; d. provides for direct and safe access to and use of existing or future public passenger transport facilities.	AO13 No acceptable outcome provided.	Not Applicable The site is not within 400m of an existing or future public passenger transport facility.



LANDSCAPE CODE

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Landscape design		
PO1 Development provides landscaping that is designed and located to: a. enhance the visual amenity of premises; b. provide street trees; c. protect the movement network by: i. maintaining pedestrian accessibility; ii. not obstructing sightlines for pedestrians, cyclists and motorists; iii. being consistent with the function of the road; iv. being of a scale that is in proportion with the road width; d. be responsive to and compatible with soil conditions, topography and micro climate; e. utilise species selection that: i. is suitable for the available space and growing conditions; ii. incorporates, where practicable, native vegetation in public open space and roads; f. protect, where practicable, existing native trees; g. conserve energy and water; h. incorporate water sensitive urban design principles; i. prevent pondage and manage overland flow; j. act as a buffer to screen adverse visual impact of development and incompatible uses;	AO1 Landscape work is carried out in accordance with a landscape site analysis and landscape concept plan prepared in accordance with part 2 of Planning scheme policy 5 - Infrastructure.	Complies AO1 Landscape work on the site will be carried out in accordance with the proposed Landscape Concept Plan prepared by Andrew Gold Landscape Architects is provided in Appendix 7.



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k. define the common boundary and prevent encroachment of existing and future uses into public open space; l. rehabilitate degraded areas on the premises; m. be easily maintained.		



SERVICING, ACCESS AND PARKING CODE

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For accepted development (subject to requirements) and assessable development		
Provision of parking spaces for vehicles		
PO1 Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to: a. the particular circumstances of the premises including the: i. nature, intensity and hours of operation of the use; ii. desirability of providing a car park and attracting vehicles to the premises; iii. maximum number of employees and customers to be on the premises at any one time; iv. size, levels and dimensions of the premises; b. the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.	AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided: a. for a use listed in Table 9.4.7.3.2 - Vehicle parking and servicing, to comply with columns 2 to 5 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. for a use not listed in Table 9.4.7.3.2 - Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of Planning scheme policy 5 - Infrastructure.	Complies PO1 The proposed development does not meet the carparking requirements of Table 9.4.7.3.2 for a warehouse use. The Traffic Engineering Report prepared by Modus and included in Appendix 6 highlights that the car parking provided is suitable for the proposed use.
PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate where: a. for an Accommodation activity; or b. not for an Accommodation activity, access to car parking areas is obstructed during hours of operation.	AO2 Development with a security gate provides visitor vehicle parking that complies with Table 9.4.7.3.4 - Visitor parking spaces for uses incorporating a security gate.	Complies AO2 Security gates are provided for on the site, however, will not be used during the hours of operation. As such, visitor car parking requirements are met during the hours of operation.
PO3	AO3	Complies AO3



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A car park not being a Parking station provides free and unobstructed access for the use by employees and visitors during the normal hours of operation of the use.	A use, other than a Residential activity or a Parking station, provides vehicle parking that: a. is kept, used and maintained exclusively for car parking; b. is accessible to all employees and visitors during the normal hours of operation of the use with no encumbrance, fee or charge; c. does not have a gate, door or similar device that restricts vehicular access by employees or visitors.	The proposed car parking associated with the proposed development will be maintained and used exclusively for car parking. The carparking areas will be accessible to employees and visitors during hours of operation.
Provision of motorcycle parking		
PO4 Motorcycle parking is provided that is safe and functional.	AO4 Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004 - Parking facilities - Off street car parking.	Not Applicable Motorbike parking is not provided.
Provision of bicycle parking		
PO5 Bicycle parking facilities are provided that: a. satisfy the likely demand for bicycle parking; b. are functional; c. are located close to a pedestrian entry to a building.	AO5 Bicycle parking facilities comply with: a. the rate specified in column 7 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. AS2890.3-1993 - Bicycle parking facilities.	Not Applicable Bicycle parking is not provided.
Provision of vehicle manoeuvring area		
PO6 Development provides a safe and functional vehicle manoeuvring area.	AO6 Development provides a vehicle manoeuvring area that: a. enables vehicles to enter and exit the site in a forward motion where the development: i. is non-residential development; or ii. is for five or more dwellings;	Complies AO6 The Traffic Engineering Report prepared by Modus and included in Appendix 6 identifies swept paths that allow for vehicles to manoeuvre through the site in a forward gear.



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	b. accommodates the design vehicle specified in Table 9.4.7.3.5 - Design vehicle for a manoeuvring area; c. complies with section 3.4.4.10 - Manoeuvring areas of Planning scheme policy 5 - Infrastructure.	
Vehicle washing bay		
PO7 A vehicle washing bay does not cause environmental harm.	AO7 A vehicle washing bay provides that run off is discharged to: a. a grassed area or permeable landscape area; or b. the sewerage system.	Not Applicable There will not be any vehicle washing bays on the site.
Car park access		
PO8 Vehicular access to a car parking area has sufficient queuing space to ensure a vehicle does not queue on a road, cycleway or footpath.	AO8 Vehicular queuing space to a car parking area: a. does not provide a turning movement, intersecting aisle or a speed hump in a queuing area; b. complies with Table 9.4.7.3.3 - Queuing spaces; c. complies with Table 9.4.7.3.6 - Queuing requirements for particular uses.	Complies AO8 The proposed development provides appropriate queuing spaces as each of the tenancies have less than 25 car parking spaces.
Access and driveways		
PO9 A driveway is safe, functional and does not adversely affect infrastructure.	AO9 A driveway is designed and constructed to comply with section 3.4.5 - Design standards for access and driveways of Planning scheme policy 5 - Infrastructure.	Complies AO9 The Traffic Engineering Report prepared by Modus and included in Appendix 6 identifies that the proposed driveway design is compliant with Australian Standards.
Design and construction of a car parking area		



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PO10 A car parking area is designed to: a. provide easy way finding for pedestrians, cyclists and motorists; b. provide appropriately sized and line marked spaces in accordance with relevant Australian standards; c. provide a convenient and safe pedestrian network; d. provide safe and efficient vehicle circulation; e. provide a progressive reduction in the speed environment in moving between the road and a parking space; f. provide a safe sight distance at a potential conflict point; g. provide for efficient and simple parking space search patterns; h. provide for uncongested public transport and service vehicle movements through the premises; i. keeps a heavy vehicle out of a parking aisle; j. ensure no heavy vehicle reverses across a pathway; k. prevent parking off a circulation road; l. prevent an adverse impact on the safety and efficiency of the existing or planned movement network; m. prevent a motorist from reversing on a road; n. prevent an unnecessary space that encourages illegal parking; o. address safety of users through appropriate lighting; p. be appropriately landscaped; q. be surfaced so as to be useable in all weather conditions;	AO10 A car parking area is designed and constructed in accordance with section 3.4.6 - Design standards for car parking of Planning scheme policy 5 - Infrastructure.	Complies AO10 The Traffic Engineering Report prepared by Modus and included in Appendix 6 identifies that the proposed car parking layout is designed and constructed in accordance with the Australian Standard.



SERVICING, ACCESS AND PARKING CODE

Logan Planning Scheme 2015 (Version 9.2 – with TLPI No.1/2024)
Effective Date: 01 July 2025

Performance outcomes	Acceptable outcomes	Assessment
r. manage stormwater flows.		
Waste management		
PO11 Development layout provides for refuse servicing which: a. is located wholly within the site; b. is clearly defined, safe and easily accessible; c. is designed to contain potential adverse impacts of servicing within the site; d. does not detract from the aesthetics or amenity of the surrounding area.	AO11.1 Development ensures that an on-site service bay for refuse collection is designed: a. to cater for the relevant refuse collection vehicle in Planning scheme policy 9 - Waste management; b. to ensure that the refuse collection vehicle can enter and exit the site in a forward motion; c. to be located away from street frontages and screened from adjoining premises.	Complies AO11.1 The Traffic Engineering Report prepared by Modus and included in Appendix 6 identifies that the proposed development can accommodate acceptable servicing arrangements.
	AO11.2 Development provides on-site refuse collection and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in Planning scheme policy 5 - Infrastructure.	Complies AO11.2 The Traffic Engineering Report prepared by Modus and included in Appendix 6 identifies that the proposed site can accommodate acceptable servicing arrangements as demonstrated by the swept path analysis.
For assessable development		
Vehicle queuing		
PO12 Queuing associated with a drive through facility (including Service stations and Car washes) does not cause blockages to traffic on the road network. Note - Planning scheme policy 5 - Infrastructure provides guidelines on how to achieve this outcome.	AO12 No acceptable outcome provided.	Not Applicable A drive through facility is not proposed in the development.



FILLING AND EXCAVATION CODE

Logan Planning Scheme 2015 (Version 9.2 – with TLPI No.1/2024)
Effective Date: 01 July 2025

Performance outcomes	Acceptable outcomes	Assessment
For accepted development (subject to requirements) and assessable development		
Protection of natural processes and ecosystems		
PO1 The discharge of sediments and pollutants from filling or excavation does not adversely affect a waterway or the stormwater network.	AO1 The discharge of sediments and pollutants to a waterway or stormwater network complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	Complies with AO1 The proposed development relies upon filling and excavation which is subject to a separate but related application for a Development Permit for Operational Works (OPW), which follows from the Reconfiguration of a Lot (ROL) approval Stages 2 and 3 of Transit Industrial Estate. The proposed MCU has been designed concurrently with the OPW for Stage 2 of the Transit Industrial Estate. Although filing and excavation will be managed at Operational works stage (ahead of the MCU), the proposed Civil Drawing Set prepared by Arcadis and provided in Appendix 5 details the developments ability to meet the Filling and excavation standards in Planning scheme policy 5 – Infrastructure.
PO2 Topsoil and spoil stockpiled on the premises do not adversely affect natural processes and ecosystems.	AO2 Topsoil and spoil is stockpiled to comply with part 3.3 - Filling and excavation standards in Planning scheme policy 5 – Infrastructure.	Not applicable The proposed MCU will follow the completion of earthworks undertaken at OPW stage. There will be no requirement to stockpile topsoil and soil.
PO3 Filling is carried out using stable, solid and clean earth, free of organic and putrescible waste, rubbish and refuse material.	AO3 Filling complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	Not applicable The proposed MCU will follow the completion of earthworks undertaken at OPW stage. No filling is required at MCU stage.
Protection of existing and planned infrastructure		
PO4	AO4	Not applicable



FILLING AND EXCAVATION CODE

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Performance outcomes	Acceptable outcomes	Assessment
Filling or excavation works do not adversely affect infrastructure, including any services.	Filling or excavation works comply with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	The proposed MCU will follow the completion of earthworks undertaken at OPW stage. No filling is required at MCU stage.
Protection and enhancement of personal health and safety and premises		
PO5 Filling or excavation works do not adversely affect personal health and safety.	AO5 Filling or excavation works comply with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	Not applicable The proposed MCU will follow the completion of earthworks undertaken at OPW stage. No filling is required at MCU stage.
Surface water flow		
PO6 Surface water drainage does not cause any of the following: a. ponding on any premises; or b. a hazard or adversely affect personal health and safety and premises; or c. diversion or concentration of flow from or onto adjoining premises or infrastructure.	AO6 Surface water drainage complies with part 3.3 - Filling or excavation standards in Planning scheme policy 5 - Infrastructure.	Not applicable The proposed MCU will follow the completion of earthworks undertaken at OPW stage. No filling is required at MCU stage.
Batters		
PO7 A batter: a. does not adversely affect the natural physical processes and ecosystems; b. protects existing and planned infrastructure; c. is safe, stable and easily maintained; d. is landscaped to enhance visual amenity.	AO7 A batter is designed and constructed to comply with the standards specified in 3.3.6 - Batters and retaining walls in Planning scheme policy 5 - Infrastructure.	Not applicable The proposed MCU will follow the completion of earthworks undertaken at OPW stage. No filling is required at MCU stage.
Retaining walls		
PO8 A retaining wall:	AO8 A retaining wall is designed and constructed to comply with the standards specified in section	Not applicable The proposed MCU will follow the completion of earthworks and construction of retaining walls



FILLING AND EXCAVATION CODE

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Performance outcomes	Acceptable outcomes	Assessment
a. is not constructed of timber and is not located on existing or proposed lot boundaries, or movement networks; b. does not adversely affect the natural physical processes and ecosystems; c. is located to avoid conflict with adjoining premises; d. is located such that existing and planned infrastructure is not adversely affected; e. protects the visual amenity of adjoining premises or a public open space; f. is located within the premises that is being filled; g. is located within the premises that is cut and is designed to take any surcharge loading allowable on the uphill lot; h. is safe and stable; i. enables easy access for maintenance.	3.3.6.2 - Retaining walls in Planning scheme policy 5 - Infrastructure.	undertaken at OPW stage. No filling is required at MCU stage.
Filling of a dam		
PO9 The filling of a dam: a. does not adversely affect the natural physical processes and ecosystems; b. creates a safe and stable surface; c. is integrated into the landscape.	AO9 The filling of a dam complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	Not Applicable The proposal does not include filling a dam.



INFRASTRUCTURE CODE

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Effective Date: 01 July 2025

Performance outcomes	Acceptable outcomes	Assessment
Provision, design, construction and location of infrastructure		
PO1 Development is demonstrated to be capable of being serviced by necessary infrastructure.	AO1 Reports, plans and drawings are provided in accordance with part 2 of Planning scheme policy 5 - Infrastructure.	Complies AO1 The proposed development relies upon connections to services and infrastructure which have been established in concept through the Reconfiguration of a Lot approval (ROL) for Stages 2 and 3 of the Transit Industrial Estate. Detailed design and construction of these services are, and will be, subject to separate but associated Operational Works approvals. Although these connections will be managed and established at Operational works stage (ahead of the MCU), the proposed Civil Drawing Set prepared by Arcadis and provided in Appendix 5 demonstrates that compliance will be achieved.
PO2 Development: a. provides necessary infrastructure to service the development; b. provides that the design, construction and location of necessary infrastructure: i. protects existing and planned infrastructure networks; ii. services proposed development; iii. integrates with existing and planned infrastructure networks; iv. delivers a standard of service that is efficient and equitable; v. minimises the cost to the community for the life of the infrastructure by providing	AO2 Development: a. in a water supply service area connects to the water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; b. not in a water supply service area provides a tank with a minimum storage capacity of 45,000 litres; c. in a sewerage supply service area connects to the waste water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; d. not in a sewerage supply service area complies with part 1 of the Queensland Plumbing and Wastewater Code;	Complies AO2 The proposed development relies upon connections to services and infrastructure which have been established in concept through the Reconfiguration of a Lot approval (ROL) for Stages 2 and 3 of the Transit Industrial Estate. Detailed design and construction of these services are, and will be, subject to separate but associated Operational Works approvals. Although these connections will be managed and established at Operational works stage (ahead of the MCU), the proposed Civil Drawing Set prepared by Arcadis and provided in Appendix 5 demonstrates that compliance will be achieved.



INFRASTRUCTURE CODE

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Performance outcomes	Acceptable outcomes	Assessment
vi. a suitable design life, ease of maintenance and ease of replacement; protects personal health, safety and premises; vii. protects environmental values.	e. provides stormwater infrastructure in accordance with part 3.6 of Planning scheme policy 5 - Infrastructure; f. provides a movement network infrastructure in accordance with part 3.4 of Planning scheme policy 5 - Infrastructure; g. provides parks in accordance with part 3.12 of Planning scheme policy 5 - Infrastructure; h. provides road lighting in accordance with part 3.5 of Planning scheme policy 5 - Infrastructure; i. provides electricity reticulation in accordance with part 3.8 of Planning scheme policy 5 - Infrastructure; j. provides gas and telecommunications reticulation in accordance with part 3.9 of Planning scheme policy 5 - Infrastructure. k. is consistent with the general planning layouts in part 7.2 of Planning scheme policy 5 - Infrastructure.	
Location of development		
PO3 Development is located to protect trunk infrastructure networks.	AO3 Development is located outside a network identified in Local government infrastructure plan map LGIP-03.00 to 08.00 Plans for trunk infrastructure in Schedule 3 - Local government infrastructure plan mapping and tables.	Complies PO3 The site is located to protect trunk infrastructure works.



INFRASTRUCTURE CODE

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Performance outcomes	Acceptable outcomes	Assessment
Fire fighting		
PO4 Development in a water service area accessed by common private title provides: a. fire hydrant infrastructure; b. unimpeded access for emergency services vehicles.	AO4 Development in a water service area involving a material change of use or reconfiguring a lot where, or to be, accessed by common private title ensures that fire hydrant placement and technical requirements for streets and access ways are in accordance with: a. Australian Standard (AS) 2419.1 - 2005 Fire hydrant installations; b. QFES: Fire Hydrant and vehicle access guidelines for residential, commercial and industrial lots.	Not Applicable The site is not included in common private title.
PO5 Development not in a water service area provides sufficient water storage with adequate pressure, volume and flow to service development for fire fighting purposes.	AO5 Development: a. is connected to a reticulated water supply scheme that has sufficient flow and pressure characteristics for fire fighting purposes at all times with a minimum pressure and flow of 10 litres per second at 200kPa; or b. has on-site water storage in accordance with Table 9.4.3.3.2 - Water storage for fire fighting, dedicated or retained for fire fighting purposes that is made of fire resistant materials and is: i. a separate tank; or ii. a reserve section in the bottom part of the main water supply tankwater tank.	Complies AO5 The proposed development will be connected to a reticulated water supply and is suitable for fire fighting purposes.
Waste management		
PO6	AO6.1	Complies AO6.1



INFRASTRUCTURE CODE

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Performance outcomes	Acceptable outcomes	Assessment
Development provides refuse and recycling collection and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	Development provides refuse and recycling collection and storage facilities in accordance with Planning scheme policy 9 - Waste management.	The proposed plans identify appropriate refuse and recycling collection and storage facilities.
	AO6.2 Development ensures that the location and design of refuse and recycling collection and storage facilities does not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. Note - Planning scheme policy 9 - Waste management provides guidance on how to achieve this outcome.	Complies AO6.2 The location of the proposed refuse and recycling collection is located as to not impact the proposed development or any surrounding uses.
Disposal of trade waste		
PO7 The disposal of trade waste in a sewerage supply service area does not adversely affect the sewerage network.	AO7 The disposal of trade waste in a sewerage supply service area complies with the sewer admission standards in section 3.2.6 - Sewer admission standards in Planning scheme policy 3 - Environmental management.	Not Applicable The disposal of trade waste is not anticipated at the use.
Roof water drainage and surface water drainage		
PO8 Development provides stormwater infrastructure for the drainage of the premises so as not to cause any of the following: - ponding of stormwater on the premises; - a hazard to personal health and safety; - damage to premises; - an increased risk of flooding to premises within the catchment.	AO8 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	Complies AO8 The proposed development relies upon connections to services and infrastructure which have been established in concept through the Reconfiguration of a Lot approval (ROL) for Stages 2 and 3 of the Transit Industrial Estate. Detailed design and construction of these services are, and will be, subject to separate but associated Operational Works approvals.



INFRASTRUCTURE CODE

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Performance outcomes	Acceptable outcomes	Assessment
		Although these connections will be managed and established at Operational works stage (ahead of the MCU), the proposed Civil Drawing Set prepared by Arcadis and provided in Appendix 5 demonstrates that compliance will be achieved.
Natural flow of surface water		
PO9 Development provides that the natural flow of surface water is: a. not altered so as to cause a risk to personal health and safety or damage to property; b. not increased in intensity, velocity or frequency; c. not concentrated onto adjoining premises.	AO9 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	Complies AO9 The proposed development relies upon connections to services and infrastructure which have been established in concept through the Reconfiguration of a Lot approval (ROL) for Stages 2 and 3 of the Transit Industrial Estate. Detailed design and construction of these services are, and will be, subject to separate but associated Operational Works approvals. Although these connections will be managed and established at Operational works stage (ahead of the MCU), the proposed Civil Drawing Set prepared by Arcadis and provided in Appendix 5 demonstrates that compliance will be achieved.
Water sensitive urban design		
PO10 Development which provides stormwater infrastructure incorporates water sensitive urban design principles having regard to:	AO10 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	Complies AO10 The proposed development relies upon stormwater management strategies which have been established in concept through the Reconfiguration of a Lot approval (ROL) for Stages 2 and 3 of the Transit Industrial Estate.



INFRASTRUCTURE CODE

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Performance outcomes	Acceptable outcomes	Assessment
a. protecting existing natural features and ecological processes; b. protecting the natural hydrologic behaviour of catchments; c. protecting the existing natural flow and water quality regimes of waterways; d. protecting water quality of surface and ground waters; e. minimising demand on the water network; f. minimising sewage discharges to the natural environment; g. integrating water into the landscape to enhance visual and ecological values.		Detailed design and construction of stormwater infrastructure will be, subject to separate but associated Operational Works approvals. Although these connections will be managed and established at Operational works stage (ahead of the MCU), the proposed Civil Drawing Set prepared by Arcadis and provided in Appendix 5 demonstrates that compliance will be achieved.
Movement network		
PO11 The projected traffic levels for a use do not adversely affect the planned standards of service for a road or intersection.	AO11 Development does not cause or contribute to projected traffic levels: a. exceeding the maximum vehicle trips per day in Table 3.4.1.4.2 in Planning scheme policy 5 - Infrastructure; or b. exceeding the maximum control delays through intersections in peak periods in Table 3.4.1.4.3 in Planning scheme policy 5 - Infrastructure.	Complies AO11 As per the traffic engineering report prepared by Modus and included in Appendix 6, the development does not increase traffic generated to the site in a manor that will compromise the safety or efficiency of the external road network.
Integrated movement concept report		
PO12 Development which generates more than 3,000 vehicle trips per average weekday is designed to integrate the movement network to minimise the transportation costs required to service the use.	AO12 Development which generates more than 3,000 vehicle trips per average weekday provides an integrated movement concept report which integrates the planning of the movement network in accordance with	Not Applicable The site is not anticipated to generate over 3,000 vehicle trips.



INFRASTRUCTURE CODE

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Performance outcomes	Acceptable outcomes	Assessment
	part 2 and 3 of Planning scheme policy 5 - Infrastructure.	
For assessable development only		
Land use and transport integration		
PO13 Development within 400 metres of existing or future public passenger transport facilities where the total site area is 5,000m ² or more: a. supports a road hierarchy which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities; b. enhances connectivity between existing and future public passenger transport facilities and other transport modes; c. optimises the walkable catchment to existing and future public passenger transport facilities; d. provides for direct and safe access to and use of existing or future public passenger transport facilities.	AO13 No acceptable outcome provided.	Not Applicable The site is not within 400m of an existing or future public passenger transport facility.



MANAGEMENT OF EMISSIONS AND HAZARDOUS ACTIVITIES CODE

Logan Planning Scheme 2015 (Version 9.2 – with TLPI No.1/2024)
Effective Date: 01 July 2025

Performance outcomes	Acceptable outcomes	Assessment
For accepted development (subject to requirements) and assessable development		
Air, noise and odour pollution		
PO1 A sensitive land use is not exposed to air, noise and odour emissions from Industry activities, Major sport, recreation and entertainment facility, Motor sport facility or Outdoor sport and recreation that have the potential to adversely impact on human health, amenity and wellbeing.	AO1 An Industry activity, Major sport, recreation and entertainment facility, Motor sport facility or Outdoor sport and recreation is designed, constructed and operated to ensure that: a. the indoor objectives of the Environmental Protection (Noise) Policy 2008 are met; b. the requirements identified in Table 3.2.1.1 - Noise emission standards for the protection of residential amenity are met; c. the requirements identified in Table 3.2.1.2 - Noise emission standards for the protection of general amenity are met; d. the air quality objectives in the Environmental Protection (Air) Policy 2008 are met; e. the requirements identified in Table 3.2.2.1 - Air emission standards are met; f. noxious and offensive odours are not experienced at the boundary of a sensitive land use.	Not Applicable The proposed use will not negatively contribute to air, noise or odour pollution. Acoustic reporting has been prepared in the context of earlier development approvals, including both the Variation approval and subsequent subdivision approvals.
Flammable and combustible liquids		
PO2 A Service station is designed and constructed to ensure that on-site operations: a. do not cause environmental harm; b. do not result in the release of untreated pollutants;	AO2 A Service station: a. is designed and constructed to comply with: i. AS1940-2004 - The storage and handling of flammable and combustible liquids;	Not Applicable The proposed use is not a service station.



MANAGEMENT OF EMISSIONS AND HAZARDOUS ACTIVITIES CODE

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Performance outcomes	Acceptable outcomes	Assessment
c. prevent the emission of contaminant to land, surface water or groundwater.	ii. AS/NZS 1596:2008 - The storage and handling of LP Gas; i. Equipment Level 1 of AS4897-2008 - The design, installation and operation of underground petroleum storage systems; ii. AS4977-2008 - Petroleum products - Pipeline, road tanker compartment and underground tank identification; a. has installed and maintains and operates Stage 1 and Stage 2 Vapour Recovery Systems in compliance with NSW DECC Standards and Best Practice Guidelines for Vapour Recovery at Petrol Service Stations; b. is designed and managed to prevent the discharge of contaminants to the stormwater system by discharging contaminants in the fuel dispensing area (under canopy) and underground storage tank remote fill point to a blind sump with a minimum capacity of 10kL; c. has a spill activated cut-off valve installed.	
PO3 Development (other than a Service station) involving the storing or dispensing of petroleum, is designed and constructed to ensure that on-site operations: a. do not cause environmental harm; b. do not result in the release of untreated pollutants; c. prevent the emission of contaminant to land, surface water or groundwater.	AO3 Development (other than a Service station) involving the storing or dispensing of petroleum, is designed and constructed to comply with: a. AS1940-2004 - The storage and handling of flammable and combustible liquids; b. AS1692-2006 - Steel tanks for flammable and combustible liquids; c. AS1657-2013 - Fixed platforms, walkways, stairways and ladders - Design, construction and installation; d. UL 142-1968 - Steel Above Ground Tanks for Flammable and Combustible Liquids;	Not Applicable The proposed development is for a warehouse use and the storing and dispensing of petroleum is not anticipated at the development.



MANAGEMENT OF EMISSIONS AND HAZARDOUS ACTIVITIES CODE

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Performance outcomes	Acceptable outcomes	Assessment
	e. ULC S601.00 - Standard for Shop Fabricated Steel Aboveground Horizontal Tanks for Flammable and Combustible Liquids.	
PO4 Development involving the storing or dispensing of petroleum from underground tanks ensures that the underground tanks are decommissioned appropriately.	AO4 Development involving the storing or dispensing of petroleum from underground tanks ensures that the underground tanks are removed in accordance with AS4976-2008 - The removal and disposal of underground petroleum storage tanks.	Not Applicable The proposed development is for a warehouse use and the storing and dispensing of petroleum is not anticipated at the development.
Hazardous chemicals		
PO5 Buildings containing fire-risk hazardous chemicals are designed to detect the early stages of a fire situation and notify a designated person.	AO5 Buildings containing fire-risk hazardous chemicals are provided with 24 hour monitored fire detection system for early detection of a fire event.	Compliance can be conditioned The proposed warehouse development is speculative (without end tenant(s) in mind), and the storage of hazardous chemicals is not known. A condition can be applied to the development approval requiring compliance with PO5 should the use involve the storage of hazardous chemicals.
PO6 Aboveground storage areas containing hazardous chemicals and fuels are designed with spill containment systems.	AO6 Bunded areas for the storage of hazardous chemicals and fuels are provided: a. in a separate enclosed area with an impervious floor; b. of a capacity at least 100 percent of the capacity of the largest tank or package plus 25 percent of the combined capacity; c. covered by sufficient roofing to prevent the egress of rainwater entering the bunded area if the storage area is outside.	Compliance can be conditioned The proposed warehouse development is speculative (without end tenant(s) in mind), and the storage of hazardous chemicals is not known. A condition can be applied to the development approval requiring compliance with PO6 should the use involve the storage of hazardous chemicals.