

APPENDIX B – CODE RESPONSES

239-241 Ewing Road, Woodridge, QLD 4114

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6.2.10 Mixed use zone code

6.2.10.3 Assessment benchmarks for assessable development and requirements for accepted development

Table 6.2.10.3.1 - Mixed use zone code - accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Land use		
PO1 A use: a. if not in a precinct of the Mixed use zone, is for uses identified in section 6.2.10.2(3)(a)(i) overall outcomes for the Mixed use zone; b. in the Abattoir precinct, is for uses identified in section 6.2.10.2(3)(c)(i) overall outcomes for the Mixed use zone; c. in the Enterprise precinct, is for uses identified in section 6.2.10.2(3)(d)(i) overall outcomes for the Mixed use zone; d. in the Industry precinct, is for uses identified in section 6.2.10.2(3)(e)(i) overall outcomes for the Mixed use zone; e. in the Retail/commerce precinct, is for uses identified in section 6.2.10.2(3)(f)(i) overall outcomes for the Mixed use zone.	AO1 A use: a. if not in a precinct of the Mixed use zone, is for uses identified in section 6.2.10.2(3)(a)(i) overall outcomes for the Mixed use zone; b. in the Abattoir precinct, is for uses identified in section 6.2.10.2(3)(c)(i) overall outcome for the Mixed use zone; c. in the Enterprise precinct, is for uses identified in section 6.2.10.2(3)(d)(i) overall outcomes for the Mixed use zone; d. in the Industry precinct, is for uses identified in section 6.2.10.2(3)(e)(i) overall outcomes for the Mixed use zone; e. in the Retail/commerce precinct, is for uses identified in section 6.2.10.2(3)(f)(i) overall outcomes for the Mixed use zone.	AO1 – Performance Outcome The proposed Warehouse use does not strictly satisfy AO1 due to the site's location within the existing Retail/commerce Precinct. Notwithstanding, the proposal is consistent with the emerging planning intent for the locality. Under the Draft Logan Plan, the site is proposed to be included within the Specialised Centre Zone – Mixed Commercial Precinct, where Warehouse development is expressly contemplated and may be Code Assessable. The proposal therefore represents an appropriate transition towards Council's emerging mixed commercial planning intent and is compatible with the established commercial and industrial character of the locality. Refer to Planning Report for more details.
PO2	AO2	AO2 – Complies

An office function is ancillary to a Low impact industry, Research and technology industry, Service industry, Showroom or Warehouse. Editor's note - PO2 does not apply where the defined use of 'Office' is proposed.	An office function, that is ancillary to a Low impact industry, Research and technology industry, Service industry, Showroom or Warehouse on the same site, does not exceed 40 percent of the gross floor area of a tenancy. Editor's note - AO2 does not apply where the defined use of 'Office' is proposed.	Any office component will remain ancillary to the primary Warehouse use and will not exceed 40% of the gross floor area of the relevant tenancy.
Shop		
PO3 A Shop: a. is of a scale and character suitable to ensure that the amenity is maintained; b. serves the local workforce's daily needs; c. is not a supermarket; d. does not undermine the viability of a nearby centre or the centre hierarchy. Editor's note - Planning scheme policy 2 - Economic need and impact assessment outlines the appropriate measures to be taken into account to achieve this outcome.	AO3 A Shop: a. has a maximum gross floor area of 200m² per tenancy; b. is not within 800 metres of another Shop; c. is not a supermarket.	AO3 – Not Applicable No Shop use is proposed.
Food and drink outlet		
PO4 A Food and drink outlet: a. is small-scale; b. serves the local workforces' daily needs.	AO4 A Food and drink outlet: a. has a maximum gross floor area of 200m² per tenancy; b. is not within 800 metres of another Food and drink outlet.	AO4 – Not Applicable No Food and drink outlet is proposed.
Office		
PO5 An Office: a. is small scale; b. serves the needs of the local workforce;	AO5 An Office: a. is not located in the Abattoir precinct or Industry precinct;	AO5 – Not Applicable No separate Office use is proposed. Any office component will remain ancillary to the Warehouse use.

c. is not located in the Abattoir precinct or Industry precinct.	b. has a maximum gross floor area of 200m ² per tenancy.	
Medium impact industry		
PO6 A medium impact industry: a. is limited to a spray painting workshop involving the spray painting of motor vehicles in a booth; b. is not located in the Abattoir precinct or Retail/commerce precinct; c. complies with the immission and emission standards of the Planning scheme policy 3 - Environmental management.	AO6 No acceptable outcome is provided.	PO6 – Not Applicable The proposal does not involve a Medium impact industry.
Design		
Building height		
PO7 A building has a height that: a. is responsive to the topography of the site; b. is compatible with the height of surrounding buildings; c. avoids overshadowing of premises in the residential zone category; d. transitions to the residential zone category land to protect: i. visual amenity; ii. privacy.	AO7 A building has a maximum building height of 12 metres where within 15 metres of the residential zone category, otherwise: a. 15 metres where not located in the Industry precinct; or b. 20 metres where located in the Industry precinct; or c. that complies with Figure 6.2.10.3.1 - Browns Plains Road building heights.	AO7 – Complies The proposed buildings remain below the applicable maximum building height and are compatible with the scale of surrounding commercial and industrial development
Boundary Clearance		
PO8 Development provides boundary clearances that:	AO8	AO8 – Performance Outcome The proposal generally complies with the prescribed boundary clearance

a. allows for the separation of buildings or structures necessary to ensure the impacts on residential amenity and privacy are minimised; b. provides access to natural light and ventilation; c. are consistent with the character for the zone; d. relates to the existing streetscape character.	Development, other than an existing lawful building, provides: a. a road boundary clearance: a. a minimum of four metres; or b. where the building or structure aligns with the building setback of one or more adjoining buildings; b. a minimum side and rear boundary clearances of three metres.	requirements, with the exception of portions of the eastern rear boundary and southern side boundary where the proposed warehouse buildings are constructed to the boundary. The reduced boundary clearances are considered appropriate in the context of the subject site and surrounding locality for the following reasons: • the subject site is located within an established commercial and industrial area characterised by warehouse, showroom and other large-format commercial buildings; • built-to-boundary and minimal boundary setback development is an established and recurring built form within the immediate locality, including development adjoining and surrounding the subject site; • the eastern and southern boundaries do not directly interface with sensitive residential land uses and therefore the proposed built-to-boundary form will not result in unreasonable impacts upon residential privacy or amenity; • the proposed boundary walls do not prejudice reasonable access to natural light or ventilation for surrounding development, having regard to the non-residential nature and established built form of adjoining premises;
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		- the remaining road, side and rear boundary setbacks are generally compliant with AO8; - the development maintains an appropriate presentation to Ewing Road while locating the more intensive built-to-boundary form internally and toward established commercial and industrial interfaces; and - comparable commercial and warehouse development within the surrounding locality demonstrates that reduced and zero boundary setbacks are consistent with the prevailing and emerging built form character of the area. Accordingly, although the eastern rear boundary and southern side boundary do not strictly comply with the 3 metre clearance prescribed by AO8, the proposed development provides a built form that is consistent with the established character of the locality, does not result in unreasonable amenity or privacy impacts, and achieves the intent of PO8. Refer to Planning Report for more details.
Built form		
PO9 Development provides an attractive built form by: a. orientating the building to the primary road frontage; b. providing a well-articulated façade;	AO9 No acceptable outcome provided.	PO9 – Complies The development provides a contemporary and articulated commercial/industrial built form incorporating façade articulation, glazing,

c. incorporating detailed design measures for visual aesthetics; d. integrating with public open space; e. integrating with the street; f. having a human scale at the ground floor; g. incorporating a variety of facade colours and treatments. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.		varied materials and architectural detailing. The development provides an appropriate visual presentation for the site's intended evolving mixed commercial character.
Amenity		
General emissions		
PO10 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.	AO10 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;	AO10 – Complies The proposed small-scale Warehouse tenancies are not anticipated to generate unreasonable noise, air, light, radiation or vibration emissions. Future occupants will remain responsible for operating in accordance with applicable environmental requirements.

	f. Table 3.2.5.1 - Preferred weighted rms value for continuous and impulsive vibration acceleration (m/s2) 1/80Hz.		
Reverse amenity			
PO11 Development, being a sensitive land use, maintains the operational integrity of the government supported transport infrastructure and corridor by mitigating the adverse impacts of the infrastructure.	AO11 Development, being a sensitive land use, within 100 metres of government supported transport infrastructure complies with the noise and vibration criteria identified in section 7 - Development Affected by Environmental Emissions from Transport Policy prepared by Department of Transport and Main Roads.		AO11 – Not Applicable Warehouse is not a sensitive land use.
PO12 A sensitive land use is designed and located to mitigate any potential adverse impacts from Rural activities, Medium impact industry, High impact industry or Special industry. Note - Planning scheme policy 3 - Environmental management provides guidance on how to achieve this outcome.		AO12 A sensitive land use is not developed within the separation distance shown in Column 1, from the use listed in Column 2 in Table 6.2.10.3.2. Table 6.2.10.3.2	AO12 – Not Applicable Warehouse is not a sensitive land use.
Column 1: Separation distance	Column 2: Use		
1,500 metres	Special industry		
500 metres	High impact industry		
500 metres	Intensive animal industry		
300 metres	Intensive horticulture		
300 metres	Wholesale nursery		

250 metres	Medium impact industry	
PO13 Accommodation activities being Caretaker's accommodation or Short-term accommodation mitigate potential adverse impacts from uses in other zones.	AO13 Accommodation activities being Caretaker's accommodation or Short-term accommodation comply with the immission standards of Planning scheme policy 3 - Environmental management.	AO13 – Not Applicable No Caretaker's accommodation or Short-term accommodation is proposed.
PO14 A sensitive land use does not adversely affect the ongoing operation of the High impact industry (being the Teys abattoir and associated uses) located in the Abattoir precinct.	AO14 A sensitive land use is not located within 500m from land in the Abattoir precinct.	AO14 – Not Applicable Warehouse is not a sensitive land use.
PO15 A land use, other than a sensitive land use, on Lots 4, 5, 6, 7, 8, 9, 10 on RP106788 and Lot 1 on RP161971 does not adversely affect the ongoing operation of the High impact industry (being the Teys abattoir and associated uses) located in the Abattoir precinct.	AO15 No acceptable outcome provided.	PO15 – Not Applicable The subject site is not one of the premises identified by PO15.
Interface with a sensitive land use		
PO16 Development protects the visual amenity of premises in adjoining residential areas and the existing Educational establishment by providing an amenity buffer in the location identified on Figure 6.2.10.3.2 - Berrinba amenity buffer.	AO16 Development provides a 5 metre wide landscaped buffer and an acoustic fence with a height of 6 metres: a. in the location identified on Figure 6.2.10.3.2 - Berrinba amenity buffer; b. in accordance with the requirements of section 3.7.4 of Planning scheme policy 5 - Infrastructure.	AO16 – Not Applicable The subject site is not located within the identified Berrinba amenity buffer.
PO17	AO17	AO17 – Not Applicable The subject site is not located within the Enterprise Precinct or Industry Precinct.

Development in the Enterprise precinct or Industry precinct protects the visual amenity of residential premises interfacing with the Enterprise precinct or Industry precinct.	Development in the Enterprise precinct or Industry precinct provides a minimum of 3 metre wide landscape screening buffer where adjoining premises in the residential zone category in accordance with the requirements of section 3.7.4 of Planning scheme policy 5 - Infrastructure.	
Service areas and parking		
PO18 Development ensures vehicle entrances, servicing and parking are designed and located to minimise disruption to building frontages, pedestrian environment and to reduce the visual impact on the streetscape.	AO18 A development: - locates any new parking areas underground or behind the building; - screens plant, equipment, services and outdoor storage of materials from public view; - site with more than one street frontage use the rear lane and/or streets, with lesser pedestrian activity, for vehicular access to basements and parking areas; - ensures vehicle entrances are minimised in height, width, and shared use of vehicular access points are utilised where possible.	AO18 – Complies The proposed parking, access and servicing areas are appropriately integrated within the development and are predominantly located internally and behind the building frontage to minimise their visual impact on the streetscape. Existing shared access easements are utilised for vehicular access, avoiding unnecessary additional access points to Ewing Road and maintaining an efficient and consolidated access arrangement. Waste storage, servicing areas, plant and equipment are located internally or can be appropriately screened from public view. The proposed access, parking and servicing arrangements therefore comply with AO18. Refer also to the Traffic Technical Memorandum prepared by Velocity Traffic Engineering.
For assessable development only		
Design		
Built form		
PO19	AO19 No acceptable outcome provided.	PO19 – Complies The proposed facade materials and glazing are not anticipated to result in

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.		unreasonable glare or reflection impacts upon surrounding premises.
Crime prevention through environmental design		
PO20 Development supports the safety of users and adjoining public open spaces 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. Note - Planning scheme policy 1 - Crime prevention through environmental design outlines the appropriate measures to be taken into account to achieve this outcome.	AO20 No acceptable outcome provided.	PO20 – Complies The development incorporates clear pedestrian paths, legible vehicle and pedestrian access arrangements and opportunities for casual surveillance. The layout clearly defines public access, circulation and individual tenancy areas and supports appropriate CPTED outcomes.
Streetscape		
PO21 Development provides a consistent and cohesive streetscape, which creates visual interest, a sense of place and a safe pedestrian environment that is consistent with the intended character of the zone through the use of: a. footpath paving; b. street trees; c. landscaping.	AO21 No acceptable outcome provided.	PO21 – Complies The development provides an appropriate streetscape response through articulated building façades, pedestrian connectivity and designated landscape areas.
Social and health impact		
PO22	AO22.1	AO22.1 – Not Applicable

Development enhances the positive impacts and mitigates or avoids the negative impacts for the uses stated in Table 2.1.2.1 of Planning scheme policy 7 - Social and health impact assessment. Note - Compliance with this performance outcome is to be demonstrated by a detailed social and health impact assessment report prepared in accordance with Part 2 of Planning scheme policy 7 — Social and health impact assessment.	Development meets the criteria for the uses stated in Table 2.1.2.1 of Planning scheme policy 7 - Social and health impact assessment where involving the sale or consumption of liquor. AO22.2 Development does not provide for gaming.	The proposal does not involve the sale or consumption of liquor. AO22.2 – Complies No gaming activity is proposed.
Service areas and parking		
Logan River Road		
PO23 Development with a frontage to Logan River Road between Teys Road and Gardiner Road does not provide access to Logan River Road.	AO23 No acceptable outcome provided.	PO23 – Not Applicable The subject site does not have frontage to Logan River Road between Teys Road and Gardiner Road.

9.4.2 Filling and excavation code

A full response to the Filling and excavation code has been prepared by MELIORA Engineering under *Appendix C*.

9.4.3 Infrastructure code

A full response to the infrastructure code has been prepared by MELIORA Engineering under *Appendix C*.

9.4.4 Landscape code

9.4.4.3 Assessment benchmarks for assessable development and requirements for accepted development

Table 9.4.4.3.1 - Landscape code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Landscape design		
PO1 Development provides landscaping that is designed and located to: - enhance the visual amenity of premises; - provide street trees; - protect the movement network by: - maintaining pedestrian accessibility; - not obstructing sightlines for pedestrians, cyclists and motorists; - being consistent with the function of the road; - being of a scale that is in proportion with the road width; - be responsive to and compatible with soil conditions, topography and micro climate; - utilise species selection that:	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.	AO1 – Performance Outcome A detailed Landscape Concept Plan has not been prepared at this stage of the development application. Notwithstanding, the proposed site layout identifies areas capable of accommodating landscaping, including landscaping associated with the site's presentation and pedestrian environment. The development is located within an established commercial and industrial environment and does not directly interface with residential premises requiring substantial landscape buffering. Detailed landscaping can be appropriately resolved as part of subsequent detailed design and secured through a reasonable development condition requiring landscape works to: - enhance the visual presentation of the development and streetscape; - incorporate suitable low-maintenance species;

a. is suitable for the available space and growing conditions; b. 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; 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. Editor's note - section 4.2 - Guidelines for landscaping in Planning scheme policy 5 - Infrastructure sets out requirements in relation to these elements.		• maintain pedestrian and vehicle sightlines; • avoid interference with access, servicing and infrastructure; • provide appropriate screening where required; and • comply with the relevant requirements of Planning Scheme Policy 5 – Infrastructure. Accordingly, sufficient opportunity exists for landscaping to achieve the purpose and Performance Outcome of the Landscape Code notwithstanding that a detailed Landscape Concept Plan has not been submitted at this stage.
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9.4.5 Management of emissions and hazardous activities code

Table 9.4.5.3.1 - Management of emissions and hazardous activities code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
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: f. the indoor objectives of the Environmental Protection (Noise) Policy 2008 are met; g. the requirements identified in Table 3.2.1.1 - Noise emission standards for the protection of residential amenity are met; h. the requirements identified in Table 3.2.1.2 - Noise emission standards for the protection of general amenity are met; i. the air quality objectives in the Environmental Protection (Air) Policy 2008 are met; j. the requirements identified in Table 3.2.2.1 - Air emission standards are met; k. noxious and offensive odours are not experienced at the boundary of a sensitive land use.	AO1 – Complies The proposal comprises small-scale Warehouse tenancies and is not anticipated to generate emissions that would result in unreasonable impacts on nearby sensitive land uses. Individual tenants will be required to operate in accordance with applicable environmental emission requirements.

Flammable and combustible liquids		
PO2 A Service station is designed and constructed to ensure that on-site operations: f. do not cause environmental harm; g. do not result in the release of untreated pollutants; h. prevent the emission of contaminant to land, surface water or groundwater.	AO2 A Service station: e. is designed and constructed to comply with: a. AS1940-2004 - The storage and handling of flammable and combustible liquids; b. AS/NZS 1596:2008 - The storage and handling of LP Gas; c. Equipment Level 1 of AS4897-2008 - The design, installation and operation of underground petroleum storage systems; d. AS4977-2008 - Petroleum products - Pipeline, road tanker compartment and underground tank identification; f. 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; g. 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; h. has a spill activated cut-off valve installed.	AO2 – Not Applicable The proposal is not for a Service station.

PO3 Development (other than a Service station) involving the storing or dispensing of petroleum, is designed and constructed to ensure that on-site operations: d. do not cause environmental harm; e. do not result in the release of untreated pollutants; f. 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: c. AS1940-2004 - The storage and handling of flammable and combustible liquids; d. AS1692-2006 - Steel tanks for flammable and combustible liquids; e. AS1657-2013 - Fixed platforms, walkways, stairways and ladders - Design, construction and installation; f. UL 142-1968 - Steel Above Ground Tanks for Flammable and Combustible Liquids; g. ULC S601.00 - Standard for Shop Fabricated Steel Aboveground Horizontal Tanks for Flammable and Combustible Liquids.	AO3 – Not Applicable The proposal does not involve the storage or dispensing of petroleum as part of the development application.
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.	AO4 – Not Applicable The proposal does not involve underground petroleum storage tanks.
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.	AO5 – Not Applicable No storage of fire-risk hazardous chemicals requiring a monitored fire detection system is proposed as part of this application. Any future activity involving hazardous chemicals would remain subject to separate legislative and operational requirements where applicable.

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: c. in a separate enclosed area with an impervious floor; d. of a capacity at least 100 percent of the capacity of the largest tank or package plus 25 percent of the combined capacity; e. covered by sufficient roofing to prevent the egress of rainwater entering the bunded area if the storage area is outside.	AO6 – Not Applicable No above-ground bulk storage of hazardous chemicals or fuels is proposed as part of this applicatio
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9.4.7 Servicing, access and parking code

9.4.7.3 Assessment benchmarks for assessable development and requirements for accepted development

Table 9.4.7.3.1 - Service, access and parking code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
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: l. the particular circumstances of the premises including the: a. nature, intensity and hours of operation of the use; b. desirability of providing a car park and attracting vehicles to the premises; c. maximum number of employees and customers to be on the premises at any one time; d. size, levels and dimensions of the premises; m. the proximity of the premises to an existing or future Parking station,	AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided: i. 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; j. 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. Editor's note - For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5 - Carparking spaces for people with a disability in the Building Code of Australia.	AO1 – Complies The proposal provides 14 on-site car parking spaces against a calculated requirement of 12 spaces, including accessible parking. The proposed parking supply therefore adequately accommodates the anticipated demand generated by the development. Refer to the Traffic Technical Memorandum prepared by Velocity Traffic Engineering.

other available car park or public transport facility.		
PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate where: i. for an Accommodation activity; or j. 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.	AO2 – Not Applicable No security gate restricting access to visitor parking during operating hours is proposed.
PO3 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.	AO3 A use, other than a Residential activity or a Parking station, provides vehicle parking that: g. is kept, used and maintained exclusively for car parking; h. is accessible to all employees and visitors during the normal hours of operation of the use with no encumbrance, fee or charge; i. does not have a gate, door or similar device that restricts vehicular access by employees or visitors.	AO3 – Complies On-site parking will remain freely accessible to employees and visitors during the normal operating hours of the development.
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.	AO4 – Performance Outcome Dedicated motorcycle parking is not specifically identified on the current architectural plans. The development comprises relatively small-scale warehouse tenancies within an established commercial and industrial locality predominantly serviced by higher-order roads. Accordingly, the anticipated demand for dedicated motorcycle parking is considered limited.

		The development provides a surplus of on-site vehicle parking and sufficient space within the site to safely accommodate any occasional motorcycle parking demand without adversely affecting vehicle circulation, servicing or pedestrian movement. Accordingly, the proposal provides a practical and functional arrangement that satisfies the intent of PO4. Refer to Planning Report for more details.
Provision of bicycle parking		
PO5 Bicycle parking facilities are provided that: h. satisfy the likely demand for bicycle parking; i. are functional; j. are located close to a pedestrian entry to a building.	AO5 Bicycle parking facilities comply with: f. the rate specified in column 7 of Table 9.4.7.3.2 - Vehicle parking and servicing; g. AS2890.3-1993 - Bicycle parking facilities.	AO5 – Performance Outcome Dedicated bicycle parking is not specifically identified on the current architectural plans. The subject site is located within an established commercial and industrial locality predominantly characterised by higher-order roads and vehicle-oriented development. Having regard to the nature and scale of the proposed warehouse tenancies and the surrounding movement network, the anticipated demand for bicycle parking is considered limited. Notwithstanding, sufficient space is available within the development to accommodate bicycle parking close to the building entrances if required, without compromising vehicle circulation, servicing or pedestrian safety. Accordingly, the proposed development is capable of accommodating the likely bicycle parking demand and satisfies the intent of PO5. Refer to Planning Report for more details.
Provision of vehicle manoeuvring area		

PO6 Development provides a safe and functional vehicle manoeuvring area.	AO6 Development provides a vehicle manoeuvring area that: d. enables vehicles to enter and exit the site in a forward motion where the development: a. is non-residential development; or b. is for five or more dwellings; e. accommodates the design vehicle specified in Table 9.4.7.3.5 - Design vehicle for a manoeuvring area; f. complies with section 3.4.4.10 - Manoeuvring areas of Planning scheme policy 5 - Infrastructure.	AO6 – Complies The proposed internal circulation system accommodates the relevant design vehicles and allows service vehicles to enter, manoeuvre within and exit the development safely. Swept path assessments have been undertaken for the RCV, HRV, MRV and SRV and demonstrate satisfactory manoeuvring arrangements.
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: c. a grassed area or permeable landscape area; or d. the sewerage system.	AO7 – Not Applicable No dedicated vehicle washing bay is proposed.
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: d. does not provide a turning movement, intersecting aisle or a speed hump in a queuing area; e. complies with Table 9.4.7.3.3 - Queuing spaces;	AO8 – Complies Adequate vehicle queuing capacity is provided within the development and vehicles are not anticipated to queue onto the adjoining road network or pedestrian facilities. Refer to the Traffic Technical Memorandum.

	f. complies with Table 9.4.7.3.6 - Queuing requirements for particular uses.	
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.	AO9 – Complies The existing and proposed access arrangements have been assessed by Velocity Traffic Engineering and provide safe and functional access. The proposed access widths and arrangements are considered appropriate for the anticipated vehicle types and development demand.
Design and construction of a car parking area		
PO10 A car parking area is designed to: e. provide easy way finding for pedestrians, cyclists and motorists; f. provide appropriately sized and line marked spaces in accordance with relevant Australian standards; g. provide a convenient and safe pedestrian network; h. provide safe and efficient vehicle circulation; i. provide a progressive reduction in the speed environment in moving between the road and a parking space; j. provide a safe sight distance at a potential conflict point; k. provide for efficient and simple parking space search patterns;	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.	AO10 – Complies The proposed parking and circulation layout provides appropriately dimensioned parking spaces, safe vehicle circulation, pedestrian connectivity and adequate sight distances. The layout has been reviewed against the relevant Australian Standards and Council requirements and is considered suitable for the proposed development.

l. provide for uncongested public transport and service vehicle movements through the premises; m. keeps a heavy vehicle out of a parking aisle; n. ensure no heavy vehicle reverses across a pathway; o. prevent parking off a circulation road; p. prevent an adverse impact on the safety and efficiency of the existing or planned movement network; q. prevent a motorist from reversing on a road; r. prevent an unnecessary space that encourages illegal parking; s. address safety of users through appropriate lighting; t. be appropriately landscaped; u. be surfaced so as to be useable in all weather conditions; v. manage stormwater flows.		
Waste management		
PO11 Development layout provides for refuse servicing which: d. is located wholly within the site; e. is clearly defined, safe and easily accessible; f. is designed to contain potential adverse impacts of servicing within the site;	AO11.1 Development ensures that an on-site service bay for refuse collection is designed: e. to cater for the relevant refuse collection vehicle in Planning scheme policy 9 - Waste management; f. to ensure that the refuse collection vehicle can enter and exit the site in a forward motion;	AO11.1 – Complies A communal refuse storage and collection arrangement is provided internally within the development. A Council rear-lift refuse collection vehicle can enter the development, manoeuvre to the service area and exit the site in a forward direction. The bin storage area is internally located away from the principal public interface.

g. does not detract from the aesthetics or amenity of the surrounding area.	g. to be located away from street frontages and screened from adjoining premises. 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.	AO11.2 – Complies Swept path assessment demonstrates that the nominated refuse collection vehicle can safely access and manoeuvre within the development. Refer to the Traffic Technical Memorandum and associated swept path diagrams.
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.	PO12 – Not Applicable The proposal does not involve a drive-through facility, Service station or Car wash.

8.2.10 Strategic airport and environs overlay code

8.2.10.3 Assessment benchmarks for assessable development and requirements for accepted development

Table 8.2.10.3.1 - Strategic airport and environs overlay code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Operational airspace		
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard in the Archerfield airport's operational airspace.	AO1 Development in the Obstacle limitation surface area identified on Strategic airport and environs overlay map OM-11.01: n. involving cranes or other equipment used during construction, does not penetrate the obstacle limitation surface; or o. involving temporary or permanent aviation activities, does not occur within the Archerfield airport's operational airspace; or p. otherwise, does not penetrate or create any physical obstruction into the obstacle limitation surface.	AO1 – Complies The proposed development is of a relatively low building height and will not penetrate or create a permanent obstruction within the operational airspace.
PO2 Development does not cause an obstruction or hazard to the safe movement of aircraft within the Archerfield airport's operational airspace through the emission of particulates, gases or other materials that may cause air turbulence, reduce visibility or affect aircraft engine performance.	AO2 Development in the Obstacle limitation surface area identified on Strategic airport and environs overlay map OM-11.01 does not release into the Archerfield airport's operational airspace: k. a gaseous plume with a velocity exceeding 4.3m/s;	AO2 – Complies The proposed Warehouse use will not generate gaseous plumes, smoke, dust, steam or airborne particulates at a scale likely to create a hazard to aircraft operations.

	l. smoke, dust, ash, steam or other airborne particulate.	
Bird and Bat Strike area		
PO3 Development does not attract birds or bats into the Archerfield airport's Bird and bat strike area identified on Strategic airport and environs overlay map OM-11.01 in significant numbers likely to cause a safety hazard to airport operations.	AO3 Development in the Bird and bat strike area identified on Strategic airport and environs overlay map OM-11.01 does not involve: k. Animal husbandry; or l. Cropping; or m. Intensive animal industry; or n. Major sport, recreation and entertainment facility; or o. a food processing plant being a Medium impact industry or High impact industry; or p. Outdoor sport and recreation; or q. Utility installation being a waste management facility, sewerage treatment plant or water treatment plant.	AO3 – Complies The proposal is for Warehouse development and does not involve any of the bird or bat attracting land uses identified by AO3.

