

## Planning Report



Dwelling House, Farm Sheds, Stables,  
Transport Depot (truck parking) and  
Caretaker Residence

Prepared for: MJ Haack Pty Ltd ATF  
MJ Haack Family Trust

590 Sandy Creek Road,  
Josephville, QLD, 4285

Lot 1 RP329191

Document Control:-

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- Revision 1      Draft for review by Office of Coordinator General  
Revision 2      Updated for use following feedback during pre lodgement review

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## Executive Summary

Table 1: Application Details

Site and Proposal Details	
Site Address	590 Sandy Creek Road, JOSEPHVILLE QLD 4285
Real Property Description	1 RP 32191
Total Area of Site	380,780m <sup>2</sup>
Government Authority	Office of Coordinator General – Bromelton State Development Area
Planning Scheme	Bromelton State Development Area – Development Scheme
Zone	Special Industry and Transition Precincts
Land Owners' Details	MJ Haack Pty Ltd ATF MJ Haack Family Trust
Applicant	MJ Haack Pty Ltd ATF MJ Haack Family Trust C/o- ACS Engineers (Aust) Pty Ltd.

Table 2: Aspects of Development

Type of Development	Level of Assessment
Dwelling house, farm sheds and stables Transport depot (truck parking) and caretaker residence	Material Change of Use

Table 3: Application Contact

Applicant	Contact Person	Reference Number
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## 1. Introduction

The subject property at 590 Sandy Creek Road has been owned by the current property owners' extended family since 1907 and has been historically used for animal husbandry – cattle breeding and fattening. The current owners seek approval to further develop the site through a staged development including:

Stage 1 – To ensure the existing use can be appropriately maintained and enable the property owners to reside at the farm ensuring a 24hr presence and commencement of truck parking to support the relocation and ongoing operation of their existing trucking business (Transport depot) currently located outside the SDA.

- Construction of a dwelling house
- Construction of stables
- Construction of hardstand
- Construction of secondary property access
- Parking for up to 4 heavy vehicles (truck and dog primarily used to cart gravel)
- Construction of farm shed including service bay for onsite maintenance of heavy vehicles parked on site (ancillary to transport depot use only)
- Landscaping

Stage 2 – Expansion of transport depot (parking of up to 15 heavy vehicles associated with trucking business) and associated caretakers' residence.

- Extension of farm shed to support ongoing operation of trucking business (transport depot – truck parking) including staff amenities and administration office.
- Parking of up to 15 heavy vehicles (truck and dog primarily used to cart gravel)
- Construction of caretakers' residence

The lot is located within both the Special Industry Precinct as well as the Transition Precinct of the Bromelton State Development Area (BSDA).

ACS Engineers has been commissioned by the land owner to prepare this planning report to support an application for a Material Change of Use of the subject premises.

This report will address the merits of the proposed development with regard to the provisions of the Bromelton State Development Area (BSDA) Development Scheme (2017) as well as that of referral agencies Scenic Rim Regional Council and Seqwater.

## 2. Site Details

### 2.1. Location and Description

The subject land comprises of one allotment: Lot 1 RP32191 (38.1 ha). The property is located approximately 8.8km south-west of the township of Beaudesert and lies within the Scenic Rim Regional Council (SRRRC) Local Government Area, but with land uses regulated as part of the BSDA. The subject lot is zoned within the Special Industry Precinct as well as the Transition Precinct of the BSDA, as shown below in Figure 1.

The site has access via Sandy Creek Road, a local council controlled road, constructed to a bitumen standard.

The land is not burdened by any easements.

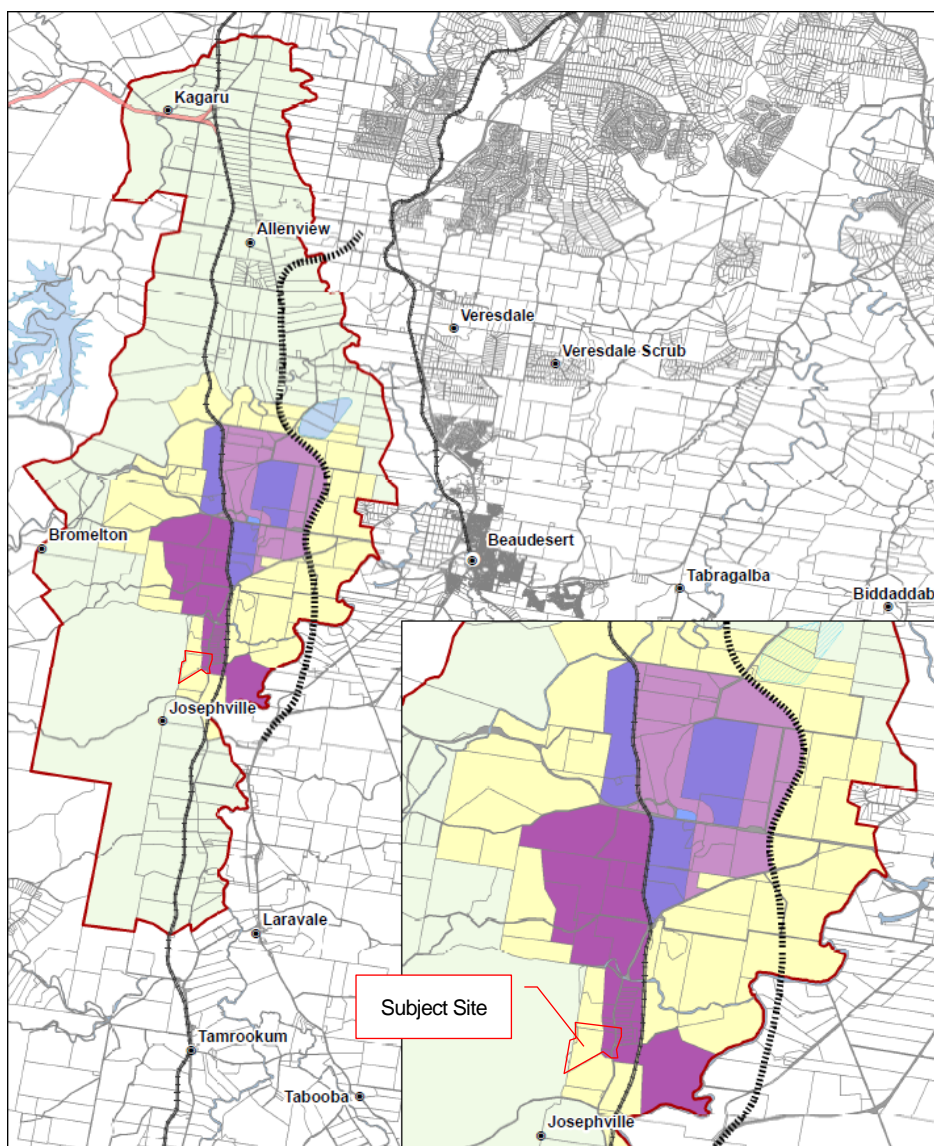


Figure 1: BSDA Precinct Map (BSDA Development Scheme, 2017)

## **2.2. Site Characteristics and Improvements**

The site can be described as grazing land, gently falling towards Sandy Creek from the east. Sandy Creek, stream order 5, transverses the property south to north, with other minor drainage lines (order 1 or undefined) draining to existing property dams. The proposed siting of infrastructure associated with the development is above the SRRC identified 1% AEP flood level for the site.

Improvements to the land include an internal access driveway, three farm dams, cattle yards and a covered stock handling area. The property is currently operated as a cropping, cattle breeding and fattening farm. The proposed development is consistent with the current use and will maintain productive rural production.

The allotment is not recorded on the Environmental Management Register.

The land is not included on the Contaminated Lands Register.

Currently, the site is not connected to the grid, however both electricity and telephone services are available along Sandy Creek Road. A power pole exists near the current property access.

Reticulated water and sewerage are not available in the locality.

## **2.3. Surrounding Development**

The locality is generally rural in character. The predominant rural uses include farming and cultivation, rural residential and transport depot use. Lot sizes vary but are typically small to medium with some larger rural holdings.

Surrounding properties are also designated in the Special Industry and Transition Precincts, as well as the Rural Precinct and are utilised mainly for rural uses as noted above. Existing high impact businesses in the surrounding area include two animal by-product processing facilities and two quarries.

Sandy Creek Road is the primary transport route traversing this locality, terminating at Beaudesert Boonah Road 5km to the north-east, and Mount Lindesay Highway 9km to the south.



### 3. Proposal

#### 3.1. General

The purpose of the application is to obtain a development permit for the following:

- A Material Change of Use under the BSDA Development Scheme for a staged development for dwelling house, farm shed, stables, transport depot (truck parking) and caretakers' residence.

#### 3.2. Stage 1

Stage 1 of the development application seeks a permit for the establishment of a four-bedroom dwelling to allow the property owners/operators and their family to reside their full time, due to the owner's plans to improve the productivity of the existing farming operation. This will ensure that at all times there is a presence at the farm. Due to the nature of this type of cattle breeding and farming, presence is required on site 24 hours a day for animal welfare reasons and general security.

The development will consist of the construction of a new four-bedroom, home of approximately 342m<sup>2</sup>. Access to the new dwelling will be via the existing farm access driveway off Sandy Creek Road. A 45kL (min) rainwater tank will be connected to the new dwelling roofwater collection system to supply the water needs to the proposed new dwelling.

Stage 1 also includes a new farm shed which will be located adjacent to Sandy Creek Road and be approximately 46m x 27m or 1,242m<sup>2</sup>. The farm shed will be utilised to store hay/fodder produced on farm, to house farm machinery including tractors and implements. The farm shed will also include a service bay to maintain farm machinery and the heavy vehicles parked on site. The proposed farm shed will be accessed by both the existing farm access and a proposed new access off Sandy Creek Road (ACS-230008-GEN-07). Some minor tree clearing and/or trimming of trees within the road reserve will be required to achieve safe intersection sight distance.

A new hardstand adjacent to the farm shed will be utilised for parking of up to four heavy (articulated) vehicles. The heavy vehicles (truck and dog semi-trailer gravel trucks) operated by the family trucking business haul gravel and other quarried materials from local quarries to local and regional road and infrastructure projects. They also provide bulk haulage services to surrounding secondary agricultural businesses (AJ Bush and Sons and Gelita) as required. This trucking business is currently based outside the SDA to the north of Beaudesert and seeks to relocate to a location identified for rural industry and closer to the industries it services. The transition to this site is proposed to occur on a staged basis as described.

Landscaping along the Sandy Creek Road frontage and northern property boundary will be planted as detailed on ACS-230008-GEN-10 to screen the hardstand truck parking area and shed. The selected species will achieve an appropriate height and density to screen the development.

A horse stable is proposed to be constructed as part of Stage 1, adjacent to the existing cattle yards. This 18m x 18m or 324m<sup>2</sup> shed type structure will provide an undercover area for horses utilised on farm and provide storage of animal husbandry equipment and feed.

Earthworks associated with the dwelling, farm shed and gravel hardstand (footprint of future transport depot) and stables will be undertaken as part of stage one works. The secondary property access to the farm shed and future transport depot will also be constructed during Stage 1.

### 3.3. Stage 2

Stage 2 of the development application seeks a permit for the expansion of the truck parking facility for the parking of up to 15 heavy vehicles (use definition *Transport Depot*). The heavy vehicles to be parked on site, on the gravel hardstand, will include trucks and dogs (semi-trailer) and some heavy machinery including graders. The heavy vehicles operated by the family trucking business haul gravel and other quarried materials from local quarries to local and regional road and infrastructure projects. Stage 2 will see the full transition of this existing local business to the SDA.

To support the transport depot use, an extension of the farm shed constructed in Stage 1 is proposed in Stage 2. The extension of the farm shed will increase the shed footprint by a further 46m x 27m or 1,242m<sup>2</sup>. The total footprint of the combined farm shed and transport depot undercover area will be approximately 2,484m<sup>2</sup>. The shed will continue to be utilised to store hay/fodder produced on the farm, to house farm machinery including tractors and implements, some heavy machinery and to provide office space and staff amenities for the operation of the transport business.

Stage 2 of the development will also include the construction of a two-bedroom, caretakers' residence (73.5 m<sup>2</sup>) to ensure a 24hr presence in relation to the transport depot to manage truck and personnel access, monitor security and provide whole of site management when the main site manager is absent.

Refer to Appendix A) for list of proposal plans and Appendix B) for dwelling, caretakers residence, shed and stable floorplans and elevations.

## 4. Environmental Considerations

### 4.1. Stormwater Management

Stormwater from the proposed dwellings, farm shed and transport depot and stables will discharge to adjacent rainwater tanks for potable uses, stock-water and landscaping. Any overflow from the tanks will be discharged via surface bubblers to natural drainage lines or to vegetated swales and downstream farm dams (farm shed and transport depot).

The farm has three existing water storage dams capturing overland flow that are and will be utilised for landscaping irrigation needs and stock drinking water demands. They provide alternative water supplies from Sandy Creek during dry times and contribute towards drought resilience of the ongoing operations. The water storage dams also serve to slow potentially erosive runoff flows down the 10% slopes on the eastern side of the property.

The site drains to Sandy Creek which runs through the middle of the property to the north.

The proposed development which creates an increase in impervious area of just 2% is unlikely to impact flows discharging to Sandy Creek and further is unlikely to create an actionable nuisance to neighboring or downstream properties. The proposed development will not result in an increase in flow rates, volumes or concentration of flows off site due to the existing on site dams and use of detained water for irrigation purposes.

The proposed development will incorporate a stormwater quality treatment train to ensure that the development does not result in adverse stormwater runoff quality impacts. Treatment includes grassed swale drains and detention basins (farm dams).

The proposed development is not expected to have any adverse impacts or create any actionable nuisance to neighbouring properties or downstream environments with regard to stormwater generated from the site. Further the proposed development can achieve the *Seqwater Development Guidelines Water Quality Management in Drinking Water Catchments* performance and acceptable outcomes.

Refer to the Stormwater Management Plan prepared by ACS Engineers (Aust) Pty Ltd (July 2023).

### 4.2. Flood Plain Management

The property of the proposed development is impacted by the flood extents of Sandy Creek for 1% AEP events (RL 58 m). However, the location of all proposed infrastructure is located well above the 1% AEP flood level. The dwelling is positioned to be 9 m above the 1% AEP at RL 67 m. The caretaker's residence is positioned 30 m above the 1% AEP at RL 88. This exceeds the required 500mm minimum of the SRRC Flood Hazard Overlay Code.

Drawing ACS-230008-GEN-05 details the contours across the site and shows the ground levels at the proposed dwelling.

### 4.3. Wastewater Management

The property is not able to be serviced by a town sewerage network. Therefore, on site effluent disposal will be required to service the two dwellings and amenities at the heavy machinery shed office. Treatment will be provided in accordance with the *Seqwater Development Guidelines for Water Quality Management in Drinking Water Catchments* and will be subject to a SRRC plumbing approval. A site and soil evaluation will be undertaken to ensure the treatment design is in accordance with both Seqwater and SRRC requirements. The treatment design is expected to incorporate an advanced

secondary household sewerage treatment plant with associated land application area as the site is located within the Seqwater identified Water Supply Buffer Area.

Wastewater associated the truck washdown (undercover) will be treated through an oily-water separator and holding tank arrangement for pump out and disposal by suitably licenced contractors, whereby achieving compliance with the *Seqwater Development Guidelines for Water Quality Management in Drinking Water Catchments*.

#### **4.4. Water Supply**

The property is not able to be serviced by a reticulated town water supply system. Rainwater tanks with a minimum storage capacity of 45kL at the two dwellings and 200kL at the farm/heavy machinery shed will be installed to capture roof water and provide for the potable and non-potable water needs of the dwelling and ancillary buildings. The existing farm dams, totalling a combined capacity of approximately 35ML, provide an alternative water supply from Sandy Creek for irrigation and stock drinking water during dry times and contribute towards drought resilience of the ongoing operations.

#### **4.5. Waste Management**

The property is located within SRRC's domestic waste collection service zone. Currently, general waste is collected on Wednesdays weekly, with recycling on Wednesdays fortnightly. All standard domestic waste will be disposed of in this manner. Any commercial waste/non-standard domestic waste is able to be transported by the residents/operators to Council's nearest waste disposal facility at Bromelton.

#### **4.6. Traffic Management and Access**

The site will be accessed via the existing property access off Sandy Creek Road and a proposed secondary (heavy vehicle) access is to be constructed. Sandy Creek Road is a rural collector road constructed to a class 4B (rural collector) standard and is in good condition. Due to the traffic characteristics of surrounding industries, Sandy Creek Road has a high heavy vehicle volume, typically around 20%.

Development traffic is limited to that typical of a rural/industrial enterprise and will include a mix of light and heavy vehicles. It is expected that the site will generate up to forty (40) light vehicle movements per day and up to thirty (30) heavy vehicle movements per day. Light vehicle movements relate to the morning arrival and afternoon departure of heavy vehicle drivers and to usual residential vehicle movements of the dwelling and caretakers' residence. Heavy vehicle movements relate to the morning departure and afternoon return of heavy (articulated) vehicles and intermittent access by cattle trucks. Heavy vehicles parked on site will generally leave and return to the site unloaded.

The establishment of the transport depot on this site will result in an immediate reduction of heavy vehicle movements on local Scenic Rim roads that have become increasingly urbanised around the existing base of the trucking business. Further heavy vehicle travel distances to access the industries that the trucking business supports will be reduced.

The SRRC Planning Scheme considers up to fifteen (15) heavy (articulated) vehicles parked on a lot, greater than 10ha within the rural zone, as code assessable development.

The proposed development will result in a minor increase in the traffic movements along Sandy Creek Road. The existing road formation is considered adequate and no upgrades are warranted.

The existing internal driveway will be utilised to access the proposed dwelling and shed and will be maintained as necessary for the use. The proposed new secondary sealed crossover will be constructed to a Type C property access as per TMR Standard Drawing 1807 and the existing access

upgraded to a similar standard. A dedicated secondary access for the transport business is warranted to provide biosecurity separation from the farming use on site. Further, the property frontage to Sandy Creek Road is some 350m away and an additional access into the property is unlikely to create any negative conflicts with through traffic and traffic negotiating surrounding property accesses and intersections.

Internal driveways and hardstands will be maintained to a gravel standard. Gravel surfacing is considered suitable for the use and is typical within a rural setting.

#### **4.7. Acoustic and Air Quality**

The proposed development will not, by its nature, generate emissions that will impact acoustic and air quality.

The proposed transport depot will be operated between the hours of 5:30 am and 6:30pm. All vehicle manoeuvres on site will be undertaken at low speed and in low gear and therefore elevated engine noises and exhaust emissions will be unlikely. The site will be speed limited to 10km/hr. Sandy Creek Road in the vicinity of the proposed development is a low speed environment and therefore the requirement for heavy braking and/or engine braking that may generate noise emissions will not be required by vehicle operators entering the site. Noise levels from the site will be maintained well below those objectives outlined in the Environmental Protection (Noise) Policy 2019 for residences, both indoor and outdoor during the day, evening and night time and will generally be avoided due to operational practices.

Dust emissions from the gravel hardstand will be unlikely due to the very low speeds of manoeuvring vehicles. Gravel trucks will typically leave and enter the site empty, however should they be loaded then it is standard practice that all loads will be covered by retractable tarp systems installed on each trailer to contain gravel materials and associated fine particles. Air emission levels from the site will be maintained well below those objectives outlined in the Environmental Protection (Air) Policy 2019 and will generally be avoided due to the nature of the use and operational practices.

#### **4.8. Vegetation**

The development site is identified as being impacted by the *Core Koala Habitat* overlay, as detailed on ACS-230008-GEN-03. All existing trees within the identified overlay will be retained. Minor clearing and/or trimming of trees within the Sandy Creek Rd, road reserve will be required to achieve safe intersection sight distances at the proposed secondary property access. These trees are not within the *Core Koala Habitat* overlay. All other vegetation across the site will be retained.

#### **4.9. Siting**

The proposed dwelling is located centrally within the 38 ha lot and some 240m from Sandy Creek Road. The nearest significant industrial use (Gelita) is located 1.4 km to the east of the proposed dwelling. AJ Bush and Sons and Bromelton Quarries are located to the north, 2.1 km and 2.4 km away respectively. The proposed heavy vehicle parking area and machinery shed will be located within 20m of Sandy Creek Road and slightly closer to surrounding established industries. The proposed transport depot is not considered a sensitive receptor.

Potential odour impacts from the rendering plant (AJ Bush) and gelatine factory (Gelita) on the subject site are minor. Odour from the surrounding uses is typically dispersed in a northerly direction due to the prevailing winds and terrain. The location of the subject site on the opposing downslope of ridgelines between these industrial uses further limits the potential odour impacts.

## 5. Bromelton State Development Area – Development Scheme

### 5.1. Land Use Definition

The proposed development is defined under the BSDA Development Scheme as Dwelling house, Animal husbandry (sheds and stables), Transport depot and Caretaker's accommodation.

According to the BSDA Development Scheme:

- **Dwelling house** means a residential use of premises involving:
  - a) *One dwelling for a single household and any domestic outbuildings associated with the dwelling or*
  - b) *One dwelling for a single household, a secondary dwelling and any domestic outbuildings associated with either dwelling.*
- **Animal Husbandry** means the use of premises for:
  - a) *– producing animals or animal products on native or improved pastures or vegetation or*
  - b) *– a yard, stable, temporary holding facility or machinery repairs and servicing, if the use is ancillary to the abovementioned.*
- **Transport depot** means the use of premises for:
  - a) *storing vehicles, or machinery, that are used for a commercial or public purpose or*
  - b) *cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a).*
- **Caretaker's accommodation** means the use premises for a dwelling for a caretaker of a non-residential use on the same premises.

### 5.2. Level of Assessment

Pursuant to the conditions of the BSDA Development Scheme, an SDA Approval is required for a Material Change of Use for any purpose in the Special Industry (Farm Shed, Transport Depot and Caretakers Accommodation) and Transition (Dwelling and stables) Precincts. Refer to drawing 15 of the proposal plans ACS-230008-GEN. Despite the development straddling two precincts the development is to be considered as a whole against the overall objectives of the BSDA Development Scheme, the Special Industry and Transition Precincts preferred development intent and the SDA wide assessment criteria.

Pursuant to the SRRC Planning Scheme, if the development were to be located in the Rural Zone rather than the BSDA, a dwelling house, farm shed, and stables would all be considered accepted and subject to the SRRC *Dwelling House Code* (see Section 6.1). A Transport depot is considered assessable development if there are no more than fifteen heavy vehicles on a site greater than 10ha. Caretakers' accommodation when associated with an industrial use is considered an accepted development when less than 100m<sup>2</sup> in floor area.

Following an approval from the Office of the Coordinator-General, a building and plumbing approval for the dwelling, caretakers' accommodation, machinery shed and stables would need to be obtained from a building certifier and SRRC respectively.

### 5.3. Referral Agencies

The proposed development will trigger referral to Scenic Rim Regional Council as the Bromelton SDA is within that local government area and also to Seqwater as the subject site is within the identified water resource catchment and water supply buffer area. No other referral agencies are anticipated.

### 5.4. Consistency of Development (Reverse Amenity)

The proposed development is to suitably locate an established local transport business and to support the existing use of the site – particularly, animal husbandry, animal keeping and cropping – that are consistent with the BSDA Development Scheme intended uses for the Transition and Special Industry Precinct. Furthermore, due to the scale of the property, all proposed uses on the site can be appropriately separated from surrounding special industries (refer to section 4.7 and ACS-230008-GEN-15 ), ensuring there are no reverse amenity implications, and thus the development would not be considered *an incompatible land use which could restrict the ability to establish and operate industrial development within the Bromelton SDA*.

The proposed dwelling and caretakers' accommodation are considered ancillary to the existing and proposed uses and are located to ensure they do not become *an incompatible land use which could restrict the ability to establish and operate industrial development within the Bromelton SDA*. The proposed dwelling and caretakers' accommodation are in excess of 1120 m from the existing Gelita manufacturing facility, 2090 m from the AJ Bush and Sons plant and 2315 m from the nearest existing quarry.

Adjacent lots within the Special Industry Precinct are currently utilised for rural residential purposes and are on average 2 ha in size. It is anticipated that any future high impact or special industry use would require significant amalgamation of lots to provide suitable separation from neighboring existing uses. Further any future special industry use would likely be located on the opposing (eastern) downslope of the Sandy Creek Road ridgeline to the subject site, and as such potential offsite emissions from any future use are more likely to impact areas to the east and away from the subject site.

Refer to the below sections (Section 5.5 - 0) of this report for comment on the general and specific performance outcomes for BSDA Development Scheme (2017).

**5.5. BSDA Development Scheme – Overall Objectives for Development**

The BSDA Development Scheme provides overall objectives for land uses within the BSDA. The following section provides an assessment of the proposal against these objectives.

*Table 4: BSDA - Overall Objectives for Development*

Overall Objective	Comment
<p><b>a)</b> Be consistent with the strategic vision for the Bromelton SDA and the development precinct.</p>	<p><b>Complies:</b> The development is considered consistent with the strategic visions of the SDA and the preferred land use intent. The development of the dwelling house, shed, stables, transport depot and caretakers’ accommodation not only further the operation of the existing cattle farm, but also allows for appropriate industrial development on the site and ongoing operation of an existing local trucking business.</p> <ul style="list-style-type: none"> <li>• The proposed development will not impact the establishment of industrial activities of regional, state and national significance within the BSDA or the operation of such existing industrial activities.</li> <li>• The proposed development location takes advantage of the access to key road networks (Sandy Creek Road) (1b).</li> <li>• The proposed development will not adversely impact the clustering and co-location of synergistic developments and provides opportunity for future development of synergistic developments on the site into the future (1c).</li> <li>• The proposed developments will not impact the maximisation of the rail network (1d) nor the establishment of high impact and difficult to locate industries.</li> <li>• The proposed development protects and encourages the continuation and establishment of rural uses, existing industrial activities including extraction of significant resources (1e and 1f).</li> </ul>



Overall Objective		Comment
		<p>The trucking business provides direct services to existing quarries and special industries within the BSDA.</p> <ul style="list-style-type: none"> <li>The proposed development does not impact opportunities to develop synergies between industry and business activity clusters (1g). The trucking business provides direct services to existing quarries and special industries within the BSDA.</li> </ul>
<b>b)</b>	Ensure the integrity and long-term functionality of the Bromelton SDA is maintained and protected from land uses and activities that may be incompatible with, or adversely affect, the continued use of the Bromelton SDA for industrial development of regional, State and national significance.	<b>Complies:</b> Refer to section 5.4 of this report.
<b>c)</b>	Avoid new sensitive land uses and other incompatible land uses which could restrict the ability to establish and operate industrial development within the Bromelton SDA.	<b>Complies:</b> Refer to section 4.7 and 5.4 of this report.
<b>d)</b>	Maximise the efficient use of land, and existing and planned infrastructure.	<b>Complies:</b> The proposed development of the dwelling house, farm shed and stable, will enhance and maximise efficient land use on the property with regards to the existing use: animal husbandry and keeping (cattle breeding and fattening), as well as cropping (cattle feed). This is because the development enables the farm to have a 24hr presence and better storage facilities for feed and farm machinery. The proposed transport depot and ancillary caretakers' accommodation located adjacent to Sandy Creek Road provides suitable access to transport routes and proximity to local industries that rely on this support service.
<b>e)</b>	Minimise adverse impacts on infrastructure and infrastructure corridors	<b>Complies:</b> It is considered that there will be no adverse impacts on infrastructure or infrastructure corridors by the proposed development.

Overall Objective		Comment
f)	Support the safe and efficient function and operation of existing and planned transport infrastructure.	<b>Complies:</b> The proposed development will not impact the safe and efficient function and operation of existing and planned transport infrastructure. Adequate separation to transport corridors is achieved. The proposed secondary access will not negatively impact the safe operation of Sandy Creek Road.
g)	Include site specific stormwater and wastewater controls to avoid potential adverse impacts on the water quality of receiving waters and water assets.	<b>Complies:</b> The proposed development will protect the values of the water supply catchments through appropriate stormwater management and wastewater treatment. Refer to sections 4.1 and 4.3 of this report and the Site Based Stormwater Management Plan (ACS Engineers).
h)	Protect, and where possible, enhance the values of water supply catchments and key water supply infrastructure to ensure a safe and secure water supply.	<b>Complies:</b> The proposed development will protect the values of the water supply catchments through appropriate stormwater management and wastewater treatment. Refer to sections 4.1 and 4.3 of this report and the Site Based Stormwater Management Plan (ACS Engineers).
i)	Manage the risks associated with natural hazards, to protect people and property.	<b>Complies:</b> The proposed development will be located some 9 m above the 1% AEP flood level. It is not located within a steep slope area. The proposed dwelling, caretakers' accommodation and farm shed are located within an identified potential bushfire hazard area according to SRRC overlay mapping. The location of these is in open cleared country where the bushfire hazard is considered very low. The design of the proposed dwelling, caretakers' accommodation and shed will be supported by a bushfire hazard assessment and management plan if deemed necessary through the assessment. The proposed development will not cause any adverse impacts to the natural environment that could increase the risk of harm to people and property.

Overall Objective		Comment
j)	Avoid adverse impacts on environmental, cultural heritage and community values, or minimise and mitigate impacts where they can't be reasonably avoided.	<b>Complies:</b> The proposed development does not impact areas of environmental, cultural or community significance. It does not involve degradation of vegetation, is located in an area that has been actively farmed for over 100 years and is not a public place or of historical significance to the broader community.
k)	Be located, designed and constructed in accordance with best practice principles.	<b>Complies:</b> The development is to be designed and constructed in accordance with engineer certified drawings and to current best practice building principles and standards. Refer to supporting plans. It will further utilise energy and water efficient systems.
l)	Be located and designed to avoid impacts on the ongoing operation of quarries within key resource areas and their haulage routes.	<b>Complies:</b> The subject site is located 2400 m south of the existing quarries. Haulage Routes for the quarries are along Sandy Creek Road north to Boonah Beaudesert Road (local deliveries excluded). The proposed development will not interfere with the haulage routes or operation of either of the existing quarries (which lie to the north of the property). The proposed transport depot will directly support the existing quarries.

**5.6. BSDA Special Industry Precinct – Preferred Development Intent**

The BSDA Development Scheme provides specific development intent for land uses within the BSDA.

The Special Industry precinct overlays the proposed location of the farm shed, transport depot and caretakers’ accommodation according to the BSDA Precinct Map. The Special Industry precinct is to accommodate the development of high impact and special industries which require separation from incompatible uses to the potential for off site impacts.

The following section provides an assessment of the proposed development, as a whole against, the land use intent of the Special Industry Precinct.

*Table 5: BSDA - Special Industry Precinct – Preferred Development Intent*

Overall Objective		Comment
a)	This precinct is to accommodate the development of high impact and special industries which require separation from incompatible uses due to the potential for offsite impacts.	<b>Complies:</b> While the proposed use is not a high impact or special industry it does not create any reverse amenity issues for existing or future high impact or special industry uses. The proposed development is associated with, and to support the existing use on the site and to establish a support industry for surrounding businesses in the SDA. The proposed development will not create any off site impacts.
b)	The precinct will generally accommodate development which: <ul style="list-style-type: none"> <li>i. May be difficult to locate in conventional industry estates,</li> <li>ii. may require separation from residential land, sensitive and/or incompatible land uses,</li> <li>iii. are of a nature and scale to benefit from, and make efficient use of, well serviced, unconstrained industrial land.</li> </ul>	<b>Complies:</b> The proposed development will not impact or encroach upon difficult to locate industries or those that require separation from residential land, since it is a function of the existing use of the property which is considered consistent with the SDA and preferred land use intent. Furthermore, the size of the allotment (38Ha) means that the dwelling house can be located at an appropriate distance from any existing or future special industry. The proposed transport depot and caretakers’ accommodation is not considered a sensitive use and is a suitable use within the SDA as existing industrial estates within the Scenic Rim do not cater for the requirements of the operation of a transport depot. The proposed development does not create potential reverse amenity issues. Refer to section 5.4 of this report.

Overall Objective		Comment
c)	Development does not compromise the long-term functionality of the Bromelton SDA or sterilise land allocated for special or high impact industry	<b>Complies:</b> The proposed development does not compromise the long-term functionality of the SDA or impeded development of surrounding high impact industry as its function is to continue the existing use and establish a new use to support surrounding industrial uses. Future special industry development on the site is also not compromised. Refer to section 5.4 of this report.
d)	Development does not result in emissions that would compromise the ability to develop other parts of the SDA for their intended purpose.	<b>Complies:</b> No emissions expected from the proposed development. Accordingly, the dwelling (and ancillary buildings) and transport depot is compatible with the surrounding land uses. There is not expected to be any negative impacts that would compromise surrounding property's ability to develop for the purposes intended within the SDA. Refer to section 5.4 of this report.

**5.7. BSDA Transition Precinct – Preferred Development Intent**

The BSDA Development Scheme provides specific development intent for land uses within the BSDA.

The Transition precinct overlays the proposed location of the dwelling house and stables according to the BSDA Precinct Map. The Transition precinct will generally accommodate low impact development which:

- i. Is compatible with, and able to safely operate near, higher impact industrial development which is anticipated to occur elsewhere in the Bromelton SDA.
- ii. Does not cause adverse amenity impacts on sensitive land uses outside of the Bromelton SDA.

The following section provides an assessment of the proposed development as a whole against the land use intent of the Transition precinct.

*Table 6: BSDA - Transition Precinct - Preferred Development Intent*

Overall Objective		Comment
<b>a)</b>	This precinct will provide appropriate separation between sensitive and industrial uses to protect the industrial function and operation of the Bromelton SDA.	<b>Complies:</b> The proposed development does not create any high impact industry that would affect sensitive land uses outside the SDA. Ongoing operation of the farming enterprise and the establishment of the transport depot are considered to achieve the intent of the Transition Precinct by protecting the industrial function of the SDA.
<b>b)</b>	The precinct will generally accommodate low impact development which: <ul style="list-style-type: none"> <li>i. is compatible with, and able to safely operate near higher impact industrial development which is anticipated to occur elsewhere in the Bromelton SDA,</li> <li>ii. does not cause adverse amenity impacts on sensitive land uses outside of the Bromelton SDA.</li> </ul>	<b>Complies:</b> The development – which furthers the existing use of the property (cattle breeding and fattening) and establish a new transport depot – is considered compatible with the land use intent and can safely operate near higher impact industries. The proposed dwelling, transport depot and caretakers’ accommodation are considered low impact development.  No adverse amenity impacts will occur for properties outside the SDA as a result of the proposed development.
<b>c)</b>	Development, including for sensitive land uses, that limits the ability to establish and operate industry in surrounding precincts is unlikely to be supported.	<b>Complies:</b> The development is compatible with surrounding uses in the adjoining Special Impact Precinct and, considering the size of the property and location of the dwelling house, transport depot and

Overall Objective		Comment
		caretakers' accommodation, the development will not limit the ability to establish or operate industry within those precincts. Refer to section 5.4 of this report.
<b>d)</b>	Development recognises and protects the future development of the Indicative Bromelton North South Arterial Road.	<b>Complies:</b> The development will not impede upon the indicative Bromelton North South Arterial Road alignment, as it lies approximately 3km to the east of the subject site.
<b>e)</b>	Defined uses which are generally considered to meet the precinct intent include animal husbandry, animal keeping, aquaculture, cropping, extractive industry, intensive animal industry, intensive horticulture and rural industry.	<b>Complies:</b> The proposed development of the dwelling house, farm shed and stable, will enhance efficient land use on the property with regards to animal husbandry and keeping (cattle breeding and fattening), as well as cropping (cattle feed). This is because the development enables the farm to have a 24hr staff presence and better storage facilities for feed and farm machinery. Further the proposed transport depot and caretakers' accommodation is considered to be a use that meets the precinct intent being a support service to extractive industries.
<b>f)</b>	Development for high impact and special industry is unlikely to be supported.	<b>Complies:</b> The proposed development does not involve a high impact or special industry.

**5.8. BSDA Development Scheme – SDA Wide Assessment Criteria**

The BSDA Development Scheme provides SDA wide assessment criteria for development in the BSDA. The following section provides an assessment of the proposal against the prescribed criteria.

*Table 7: BSDA - General Requirements*

General Requirement		Comment
<b>Services</b>		
<b>1</b>	Development maximises the use and minimises the costs for infrastructure associated with telecommunications, transport, water, wastewater, recycled water and energy.	<b>Complies:</b> The proposed development will utilise existing energy and telecommunications services running adjacent to the property. The proposed dwelling, shed and caretakers' accommodation can be suitably serviced by on site water storage tanks and wastewater disposal systems.
<b>2</b>	Development plans for and addresses the impacts of the development on existing and future planned telecommunications, transport, water, wastewater, recycled water and energy networks.	<b>Complies:</b> The subject site is not utilised for or identified with existing or future transport or utility infrastructure. The proposed dwelling, shed, transport depot and caretakers' accommodation will not impact existing or future transport or utility infrastructure
<b>3</b>	Development is adequately serviced by telecommunications, transport, water, wastewater, recycled water and energy networks as relevant.	<b>Complies:</b> The proposed development will utilise existing energy and telecommunications services running adjacent to the property. The proposed dwelling, shed, transport depot and caretakers' accommodation can be suitably serviced by on site water storage tanks and wastewater disposal systems.
<b>4</b>	Development is to avoid or minimise adverse impacts on existing or proposed state or local government services.	<b>Complies:</b> The proposed development will avoid adverse impacts on any local or state government services.
<b>5</b>	Development is located, designed and constructed to avoid or mitigate potential flood damage, ensure no net worsening, avoid risks to public safety, and not adversely impact on transport and service infrastructure.	<b>Complies:</b> The proposed development is located above the 1% AEP flood level, thus mitigating potential flood damage. It will not contribute to a net worsening of flood impacts.  The development will not adversely impact transport and service infrastructure.



General Requirement		Comment
<b>Transport</b>		
<b>1</b>	Increased traffic arising from development is either able to be accommodated within existing road networks, or works are undertaken to minimise adverse impacts on existing and future infrastructure networks.	<b>Complies:</b> Sandy Creek Road is constructed to a rural collector road standard suitable for use by Heavy Vehicles. The proposed traffic associated with the development can be safely accommodated within the existing road networks. The proposed secondary access has been suitably located to ensure no impact on the safe function of Sandy Creek Road.
<b>2</b>	Development is established to take advantage of proximity to appropriate transport routes and does not adversely impact on the safe and efficient functioning of the Sydney-Brisbane Rail corridor as well as integrated rail and road transport routes.	<b>Complies:</b> Transport to/from the development is via Sandy Creek Road - a rural collector road - suitable for use by Heavy Vehicles. The development is positioned advantageously as it connects to two major roads, namely Beaudesert Boonah Road and Mount Lindsay Highway.  No rail networks need to be utilised as part of the development and thus none will be adversely impacted.
<b>3</b>	Local road networks within the Bromelton SDA are to be designed to accommodate the proposed vehicle type and predicted traffic volumes associated with the development and the precinct/s.	<b>Complies:</b> Sandy Creek Road is constructed to a rural collector road standard suitable for use by Heavy Vehicles. No new roads within the SDA are proposed as part of the development.
<b>4</b>	The establishment and operation of existing and planned transport infrastructure is not compromised.	<b>Complies:</b> The development will not impede upon the indicative Bromelton North South Arterial Road, as it lies approximately 3km to the east of the subject site. The proposed development and the existing and proposed secondary access will not impact the ongoing safe operation of Sandy Creek Road.
<b>5</b>	Sufficient car parking, vehicular maneuvering, and off-street loading/unloading facilities, which are adaptable to a variety of uses, are provided within the development site.	<b>Complies:</b> The proposed development can accommodate any vehicles associated with the use, with adequate parking and manoeuvring available on site. All vehicles associated with the use can enter and exit in a forward gear.

General Requirement		Comment
6	Development is designed to facilitate safe and efficient vehicular ingress and egress and does not unduly impact on the safe and efficient operation of external roads, rail, transport infrastructure or services.	<b>Complies:</b> The proposed development can accommodate any vehicles associated with the use, with property crossovers sized to suit the largest anticipated vehicles. All vehicles associated with the use can enter and exit in a forward gear. The proposed development and existing and proposed secondary access will not unduly impact on the safe and efficient operation of external roads, rail, transport infrastructure or services
7	Rail spurs and sidings are designed in accordance with appropriate design standards.	<b>Not Applicable:</b> The development does not involve any rail infrastructure.
Character and Amenity		
1	Visual impacts of development are minimised through building design, materials and landscaping when viewed from a significant publicly accessible viewpoint such as major roads.	<p><b>Complies:</b> Visual amenity and character concerns do not impact the dwelling house, or the stables due to their setback from the road, and positioning below a ridgeline.</p> <p>The siting of the proposed shed and caretakers' accommodation, while being near to the property boundary, is located lower than Sandy Creek Road and will incorporate screening landscaping, thus minimising effects on visual amenity.</p>
Emissions		
1	<p>The development is designed to minimise:</p> <p>a) adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals and,</p> <p>b) conflicts arising from (but not limited to), spray drift, odour, noise, dust, light spill, smoke or ash emissions with sensitive and/or incompatible land uses.</p>	<p><b>Complies:</b> The proposed development does not involve the generation of air, noise or other emissions that may affect the health and safety, wellbeing and amenity of communities and individuals. All vehicles associated with the transport depot, including gravel trucks, utilise modern low emission engines and fuels limiting the likelihood of adverse emissions from truck exhausts. Heavy vehicle manoeuvring on site will be undertaken in low gear and at low speeds (max 10km/hr) further limiting noise and air emission potential.</p>

General Requirement		Comment
2	Development supports the achievement of the relevant acoustic and air quality objectives of the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.	<b>Complies:</b> The proposed development will achieve the relevant acoustic and air quality objectives of the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008
3	Development with high levels of emissions is to, in accordance with current best practice, avoid adverse impacts on the cumulative air quality <sup>1</sup> of the Bromelton air shed.	<b>Complies:</b> The development of a dwelling house, shed and stables will not release high or any levels of emissions impacting air quality.
<b>Natural Hazards – Flooding</b>		
1	Development, in accordance with current best practice, is to:  a) achieve an appropriate level of flood immunity, and,  b) not adversely affect existing flow rates, flood heights or cause or contribute to other flooding impacts on upstream, downstream or adjacent properties. This includes potential impacts from changes to stormwater flows and local flooding.	<b>Complies:</b> The siting of the dwelling house is 9 m above the 1% AEP flood level. The caretaker’s accommodation and transport depot is located higher up again.  Given the size and location of the property, the development will not cause adverse stormwater flow rates or flood heights. Refer to section 4.1 and 4.2 of this report and the Site Based Stormwater Management Plan (ACS Engineers).
2	The risk of, and the adverse impacts from, flooding are avoided, minimised or mitigated to protect people and property, and enhance the community’s resilience to flooding.	<b>Complies:</b> The siting of the dwelling house is 9 m above the 1% AEP flood level. The caretaker’s accommodation and transport depot is located higher up again. Refer to section 4.2 of this report.
3	Development maintains the safety of noxious and hazardous materials and chemicals manufactured or stored in bulk during flood events.	<b>Complies:</b> Any proposed chemicals associated with the use will be stored in suitably bunded containers above the 1% AEP flood level.

General Requirement		Comment
<b>Natural Hazards – Other</b>		
<b>1</b>	<p>The development, in accordance with current best practice:</p> <ul style="list-style-type: none"> <li>a) identifies relevant natural hazards that may impact upon the development,</li> <li>b) appropriately manages risk associated with the identified hazards, and,</li> <li>c) avoids increasing the severity of the natural hazard.</li> </ul>	<p><b>Complies:</b> The proposed dwellings and depot are not located within a steep slope area. The proposed dwelling, caretakers' accommodation and shed are located within an identified potential bushfire hazard area according to SRRC overlay mapping. The location of both is in open cleared country where the bushfire hazard is considered very low. The design of the proposed dwelling, caretakers' accommodation and shed will be supported by a bushfire hazard assessment and management plan if deemed necessary through the assessment. The proposed development will not cause any adverse impacts to the natural environment that could increase the risk of harm to people and property.</p>
<b>2</b>	<p>Development within the sunny day failure extent of the Bromelton Offstream Storage is designed and sited to be compatible with the risk to public safety and property associated with a failure of the facility.</p> <p><i>Note: Further details on the Bromelton Offstream Storage facility, including mapping and information on the level of risk are available in the Bromelton Dam Emergency Action Plan.</i></p>	<p><b>Not Applicable:</b> The proposed development is not located within the sunny day failure extent of the Bromelton Offstream Storage.</p>
<b>Contaminated Land</b>		
<b>1</b>	<p>Development on land likely to be contaminated or recorded on the Environmental Management Register or Contaminated Land Register does not adversely impact on human health or the environment by exposure, management, or movement of contaminants.</p>	<p><b>Not applicable:</b> The subject land is not likely to be contaminated nor is it recorded on the Environmental Management Register or Contaminated Land Register.</p>
<b>2</b>	<p>Where required, develop a strategy to manage any existing contamination and the potential for additional contamination such that human health and the environment are not adversely affected.</p>	<p><b>Not applicable:</b> The proposed development is not associated with existing or potential contamination.</p>

General Requirement		Comment
<b>Water Quality</b>		
<b>1</b>	<p>Development, consistent with the Environmental Protection (Water) Policy 2009, avoids potential adverse impacts on the environmental values and water quality objectives of receiving waters, arising from:</p> <ul style="list-style-type: none"> <li>a) altered stormwater quality or flow,</li> <li>b) wastewater (other than contaminated stormwater and sewage), and,</li> <li>c) the creation or expansion of non-tidal artificial waterways.</li> </ul>	<p><b>Complies:</b> The proposed development will not result in adverse impacts on environmental values and water quality objectives. The proposed stormwater treatment train can achieve in excess of the minimum nutrient removal targets for an unmitigated development as required by the <i>Seqwater Development Guidelines Water Quality Management in Drinking Water Catchments</i>. All surface flows will return to natural regimes prior to entering identified waterways.</p> <p>The proposed development does not involve the generation of wastewater other than sewage.</p> <p>The development does not involve artificial waterways.</p> <p>Refer to section 4.1 of this report and the Site Based Stormwater Management Plan (ACS Engineers).</p>
<b>2</b>	<p>Development protects the ecological and hydraulic function of water assets within and adjacent to the Bromelton SDA.</p>	<p><b>Complies:</b> The proposed development will not result in adverse impacts to the ecological and hydraulic function of Sandy Creek and other water assets within and adjacent to the Bromelton SDA. Refer to section 4.1 of this report and the Site Based Stormwater Management Plan (ACS Engineers).</p>
<b>3</b>	<p>Development incorporates current best practice integrated water cycle management strategies and integrates water sensitive urban design principles.</p>	<p><b>Complies:</b> The proposed development will capture and re-use surface and rainwater for potable and on farm uses including stock water and irrigation. The proposed development will not intensify the nutrient generation potential of the site. Refer to the Site Based Stormwater Management Plan (ACS Engineers).</p>
<b>Energy and Water Efficiency</b>		

General Requirement		Comment
1	<p>Where practicable, building, site design and layout maximises energy efficiency, having regard to:</p> <ul style="list-style-type: none"> <li>a) building orientation and passive solar design,</li> <li>b) natural lighting opportunities,</li> <li>c) maximising cross ventilation,</li> <li>d) provision of sun shading devices at north, west and east facing windows and doors, and,</li> <li>e) landscaping treatments to the western side of the building.</li> </ul>	<p><b>Complies:</b> The proposed dwelling, caretakers' accommodation and shed will be designed to current best practice (NCC Energy Efficiency) principles for energy efficiency</p>
2	<p>The use of reticulated water supply is minimised through the use of alternative water supply sources, including:</p> <ul style="list-style-type: none"> <li>a) rainwater harvesting, and,</li> <li>b) recycled water sources.</li> </ul>	<p><b>Complies:</b> The development will rely solely on rainwater harvesting via tanks connected to building roofs and water storage dams for capture of overland flow. This water will be used for potable and on farm uses including stock water and irrigation.</p>
<b>Climate Change</b>		
1	<p>Development minimises its emission of greenhouse gases and demonstrates how it will adapt to projected climate change conditions.</p>	<p><b>Complies:</b> The proposed dwelling, shed and caretakers' accommodation will be designed to current best practice (NCC Energy Efficiency) principles for energy efficiency including utilising green energy sources to reduce the reliance on greenhouse gas generating energy sources.</p>
<b>Environment, Cultural Heritage and Community</b>		
1	<p>Environmental values, cultural heritage values and community values of the site on which the development is</p>	<p><b>Complies:</b> The proposed development does not impact areas of environmental, cultural or community significance. It does not involve degradation of vegetation, is located in an area that has been actively</p>

General Requirement		Comment
	<p>undertaken, and immediate surrounds are identified and protected, consistent with current best practice.</p> <p><i>Note: Duty of Care Guidelines under Section 28 of the Aboriginal Cultural Heritage Act 2003 should be considered a minimum requirement of all development.</i></p>	<p>farmed for over 100 years and is not a public place or of historical significance to the broader community.</p>
2	<p>Development is designed to avoid the clearing of regulated vegetation. Where avoidance is not possible, minimise clearing to:</p> <ul style="list-style-type: none"> <li>a) avoid land degradation,</li> <li>b) avoid the loss of biodiversity, and,</li> <li>c) maintain ecological processes.</li> </ul>	<p><b>Complies:</b> No land clearing of regulated vegetation is proposed to facilitate the development. Minor clearing within the Sandy Creek Road reserve is required to achieve safe intersection sight distances. Biodiversity and ecological processes will continue to be maintained.</p>
3	<p>Development is designed and sited to:</p> <ul style="list-style-type: none"> <li>a) minimise impacts on matters of local and state environmental significance,</li> <li>b) maintain ecological connectivity and avoid fragmentation of matters of local and State environmental significance,</li> <li>c) avoid or minimise impacts to the movement of fish (fish passage) along waterways.</li> </ul>	<p><b>Complies:</b> No land clearing or degradation of habitat or ecological systems is proposed to facilitate the development. The development does not involve waterway barrier works.</p>
4	<p>Where the development requires a buffer to mitigate the environmental impacts of the development, that buffer must be accommodated within the development site.</p> <p><i>Note: Examples of buffers for (4) above, may be a vegetated screen to mitigate the visual impacts of a large industrial facility</i></p>	<p><b>Not applicable:</b> The proposed development does not warrant a buffer to mitigate environmental impacts.</p>

General Requirement		Comment
	<i>from a public road; or retaining additional vegetation around a protected flora species; or buffer to the curtilage of a listed cultural heritage site.</i>	
5	Development avoids significant adverse environmental impacts on matters of national or State significance, or where significant impacts cannot be reasonably avoided, they are minimised. Any residual significant adverse impacts are offset in accordance with the relevant commonwealth or Queensland environmental offset framework.	<b>Complies:</b> No land clearing or degradation of habitat or ecological systems is proposed to facilitate the development. The development will not result in significant adverse environmental impacts on matters of national or State significance.
6	The ecological values associated with the Logan River, Allan Creek and Sandy Creek shall be protected and enhanced.	<b>Complies:</b> The proposed on-site household wastewater treatment plant will incorporate advanced secondary treatment and disposal methods to ensure no impact water quality. The proposed dwelling, shed, transport depot, caretakers' accommodation and stables are suitably separated from Sandy Creek so as to protect the ecological values of the creek and the downstream Logan River.
Built Form		
1	The scale and character of built form is consistent with surrounding areas and the preferred land use intent of the precinct.	<b>Complies:</b> The proposed dwelling, caretakers' accommodation and shed are consistent with development on surrounding landholdings and do not exceed the scale and character of the preferred land use intent of the Special Industry or Transition Precincts.
2	Development incorporates high quality urban design treatments to help integrate the building into the surrounding environment.	<b>Complies:</b> The proposed development built form is considered appropriate for the surrounding environment.
3	Development contributes to a high standard of amenity.	<b>Complies:</b> The proposed development built form is considered to provide a high standard of amenity. Refer to proposal plans.



General Requirement		Comment
4	Development must be designed and built in accordance with current best practice.	<b>Complies:</b> The proposed dwelling, shed and caretakers' accommodation will be designed and built in accordance with current best practice and NCC requirements. Refer to proposal plans.
<b>Other Government Matters</b>		
1	Development is to demonstrate consistency with other relevant legislative requirements that may be required for the development to proceed and operate and to the extent practicable, be consistent with regional plans, the State Planning Policy and the State Development Assessment Provisions where the State interests articulated by these instruments are likely to be affected by the development.	<b>Complies:</b> The proposed development has been considered in relation to the Scenic Rim Regional Council Planning Scheme. Refer to section 6. The proposed development being a dwelling house, shed, stable transport depot and caretakers' accommodation in a typically rural area is considered consistent with the SEQ Regional Plan and the State Planning Policy. The proposed development would not trigger assessment of any State Codes under the State Development Assessment Provisions.
2	Development is to avoid or minimise adverse impacts on existing or proposed state or local infrastructure.	<b>Complies:</b> The proposed development will not create any adverse impact on existing or proposed local or state infrastructure.
<b>Landscaping</b>		
1	Development provides landscaping that: <ul style="list-style-type: none"> <li>a) minimises the visual impacts of the development,</li> <li>b) incorporates at least 50% local species, and,</li> <li>c) is low maintenance.</li> </ul>	<b>Complies:</b> A vegetated screen is proposed between the proposed shed, transport depot and caretakers' accommodation and the boundary with Sandy Creek Road. This vegetated screen will consist of low maintenance native species.
<b>Engineering Standards</b>		
1	Development is to be designed and constructed in accordance with the relevant engineering standards (and any subsequent revisions to the relevant standards) stated in Table 7 of the Bromelton SDA Planning Scheme. Alternative, innovative solutions that demonstrate compliance with the relevant standards are encouraged.	<b>Complies:</b> The proposed development will be designed and constructed in accordance with the relevant engineering standards (Current) outlined in the Bromelton SDA Planning Scheme. Refer to the body of this report and the proposal plans.

## 6. Scenic Rim Regional Council – Planning Scheme

### 6.1. Land Use Definition

The proposed development is defined under the Scenic Rim Regional Council Planning Scheme as Dwelling House, Animal Husbandry (sheds and stables), Transport Depot and Caretakers Accommodation.

According to the Scenic Rim Regional Council Planning Scheme:

- Dwelling house means – *a residential use of premises involving:*
  - a. *1 dwelling for a single household and any domestic outbuildings associated with the dwelling or*
  - b. *One dwelling for a single household, a secondary dwelling and any domestic outbuildings associated with either dwelling.*
- Animal Husbandry means – the use of premises for:
  - a. producing animals or animal products on native or improved pastures or vegetation or
  - b. a yard, stable, temporary holding facility or machinery repairs and servicing, if the use is ancillary to the use in paragraph (a).
- Transport Depot means – the use of premises for:
  - a. storing vehicles, or machinery, that are used for a commercial or public purpose; or
  - b. cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a).
- Caretakers Accommodation means – the use of the premises for:
  - a. a dwelling for a caretaker of a non-residential use on the same premises.

### 6.2. Level of Assessment

Pursuant to the SRRC Planning Scheme, if the development was to be located in the Rural Zone rather than the BSDA, a dwelling house, farm shed, and stables would all be considered **accepted development** subject to the requirements of the SRRC *Dwelling House Code* (see Section 6.4). A transport depot is considered **assessable development** if there are no more than fifteen heavy vehicles on a site greater than 10ha and is subject to the SRRC *Rural Zone Code* (see Section 6.5), Earthworks, Construction and Water Quality Code (see Section 6.6), General Development Provision Code (see Section 6.7), Landscaping Code (see Section 0) and Parking and Access Code (see Section 6.9). The proposed caretaker's accommodation, being ancillary to the transport depot use and being less than 100m<sup>2</sup> is considered **accepted development** subject to the requirements of the SRRC Caretakers Accommodation Code (see Section 6.10). Considering the size of the subject site (38.1ha), the proposed dwelling house, shed, stables and transport depot (max. fifteen heavy vehicles) would be considered assessable development.

Building and plumbing approval for the dwelling, shed, caretaker accommodation and stables would need to be obtained from a building certifier and/or SRRC prior to any construction works.

**6.3. Consistency of Development (Amenity Impacts)**

Dwelling houses, sheds, transport depots and ancillary caretaker accommodations are all considered consistent development within the SRRC Rural Zone.

**6.4. SRRC Planning Scheme – Dwelling House Code**

Table 8: SRRC - Assessment Benchmarks - Dwelling House Code

Performance Outcomes	Acceptable Outcomes	Comment				
<b>Building Height</b>						
<p><b>PO1</b>            A Dwelling house (including secondary dwellings) is of a height that is:</p> <ol style="list-style-type: none"> <li>1) consistent with the surrounding area;</li> <li>2) protects the amenity of adjoining premises and the streetscape; and</li> <li>3) ensures privacy between adjoining residential dwellings.</li> </ol>	<p><b>AO1</b>            Building height does not exceed 2 storeys and a maximum height of 8.5m.</p>	<p><b>Complies:</b> The proposed dwelling house, farm shed, and stables are all one storey and do not exceed 8.5m in height.</p>				
<b>Setbacks</b>						
<p><b>PO2</b>            Setbacks:</p> <ol style="list-style-type: none"> <li>1) assist in the protection of the amenity of adjacent premises;</li> <li>2) allow for access around the building;</li> <li>3) positively contribute to the amenity of the streetscape; and</li> <li>4) allow for on-site car parking.</li> </ol>	<p><b>AO2</b>            Setbacks comply with the following Table:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Zone</th> <th style="text-align: center;">Street Frontage Minimum Distances Measured in Metres (m)</th> </tr> </thead> <tbody> <tr> <td>Low Density Residential Zone Low-medium Density Residential Zone Minor Tourism Zone</td> <td style="text-align: center;">6m</td> </tr> </tbody> </table>	Zone	Street Frontage Minimum Distances Measured in Metres (m)	Low Density Residential Zone Low-medium Density Residential Zone Minor Tourism Zone	6m	<p><b>Complies:</b> The dwelling house is situated towards the middle of the property. Given the size of the allotment – 38ha – all minimum setback requirements are achieved.</p>
Zone	Street Frontage Minimum Distances Measured in Metres (m)					
Low Density Residential Zone Low-medium Density Residential Zone Minor Tourism Zone	6m					

Performance Outcomes	Acceptable Outcomes			Comment
	Township Zone Limited Development Zone			
	Rural Residential Zone Rural Zone	10m		
	<b>Zone</b>	<b>Secondary frontage of corner lot</b>		
	Low Density Residential Zone Low-medium Density Residential Zone Minor Tourism Zone Township Zone Limited Development Zone	3m		
	Rural Residential Zone Rural Zone	10m		
	<b>Zone</b>	<b>Side and Rear Boundary Minimum Distances Measured in Metres (m)</b>		
		<b>Building Height</b>	<b>Setback</b>	
	Low Density Residential Zone	Up to 4.5m	1.5m	
	Low-medium Density Residential Zone	For that part between 4.5m – 7.5m	2m	
	Minor Tourism Zone	For that part exceeding 7.5m	2m plus an extra 0.5m is	

Performance Outcomes	Acceptable Outcomes			Comment
	Township Zone		added for every 3m in height or part thereof over 7.5m	
	Limited Development Zone Rural Residential Zone	Up to 4.5m	3m	
		For that part between 4.5m – 7.5m	5m	
		For that part exceeding 7.5m	5m plus an extra 0.5m is added for every 3m in height or part thereof over 7.5m	
	Rural Zone	N/A	6	
<b>Access and Parking</b>				
<b>PO3</b> A Dwelling house allows for safe and convenient vehicular access to the site and provides for on-site car parking.	<b>AO3.1</b> A Dwelling house obtains access from a constructed road.			<b>Complies:</b> Access to the dwelling house will be via the existing crossover with the constructed Sandy Creek Road.
	<b>AO3.2</b> A minimum of 1 covered car parking space is provided on-site.			<b>Complies:</b> The dwelling house will incorporate undercover car parking. The shed will enable further parking for other vehicles, tractors and farm implements.
<b>Additional Requirements for a Secondary Dwelling</b>				
<b>PO4</b> A secondary dwelling:	<b>AO4</b> The secondary dwelling: 1) has a gross floor area not exceeding 60m <sup>2</sup> ;			<b>Not Applicable:</b> The development does not involve the construction of a secondary dwelling.

Performance Outcomes	Acceptable Outcomes	Comment
1) <i>is designed to be subordinate to and visually integrate with the (primary) Dwelling house;</i> 2) <i>does not adversely impact on the privacy and amenity of adjoining premises;</i> 3) <i>contributes to a safe and pleasant living environment;</i> 4) <i>has adequate land area to treat and dispose wastewater on-site where access to the reticulated sewerage network is unavailable; and</i> 5) <i>provides a useable outdoor recreation area for residents.</i>	2) <i>where established on a site where access to the reticulated sewerage network is unavailable, can dispose of wastewater on-site by connection to the wastewater disposal system of the (primary) Dwelling house;</i> 3) <i>is provided with a minimum of one off-street car parking space in addition to the requirement for the Dwelling house;</i> 4) <i>is located within 20 metres of the outermost projection of the (primary) Dwelling house; and</i> 5) <i>is connected to the same water and electricity supply as the (primary) Dwelling house.</i>	
<b>Domestic Outbuildings</b>		
<b>PO5</b> A domestic outbuilding <i>within a residential zone is of a scale and has a built form that:</i> 1) <i>is compatible with the residence and adjoining residential premises having regard to height, mass and proportion;</i> 2) <i>is subordinate to the residence and surrounding dwellings; and</i> 3) <i>maintains or contributes positively to the streetscape.</i>	<b>AO5</b> Domestic outbuildings: 1) <i>have a combined total gross floor area of domestic outbuildings within a residential zone that does not exceed:</i> a) <i>55m<sup>2</sup> on a lot 600m<sup>2</sup> or smaller; or</i> b) <i>110m<sup>2</sup> on a lot greater than 600m<sup>2</sup> and up to 2000m<sup>2</sup>; or</i> c) <i>200m<sup>2</sup> on a lot greater than 2000m<sup>2</sup>; and</i> d) <i>the gross floor area of any dwellings on the site; and</i> 2) <i>are a single storey structure; and</i> 3) <i>have a building height that does not exceed the building height of any residence on the premises.</i>	<b>Not Applicable:</b> The site is not in a residential zone.
<b>Water Supply</b>		
<b>PO6</b> <i>Where located on a site not serviced by a reticulated water supply, the Dwelling house</i>	<b>AO6</b>	<b>Complies:</b> The proposed dwelling house will be connected to on-site water storage tanks of minimum capacity of

Performance Outcomes	Acceptable Outcomes	Comment
<i>is provided with sufficient on-site water supply to meet the needs of the residents.</i>	<i>Where located on a site not serviced by a reticulated water supply, the Dwelling house is connected to an on-site water supply with a storage capacity of at least 45000L.</i>	45,000L.


**6.5. SRRC Planning Scheme – Rural Zone Code**

Table 9: Accepted and Assessable Development – Rural Zone (Where no precinct applies) – Table 6.2.17.3.1 from Scenic Rim Planning Scheme

Performance Outcomes	Acceptable Outcomes	Applicant Comments								
<b>Setbacks</b>										
<p><b>PO1</b> Building setbacks: (1) maintain the very low density character of the zone; (2) assist in the protection of adjacent amenity and privacy; (3) allow for access around the buildings; and (4) minimise the potential for land use conflict.</p> <p><i>Note - Where setbacks are required in this code or other codes, the higher numerical standard prevails.</i></p>	<p><b>AO1</b> Building setbacks are as follows:</p> <table border="1"> <thead> <tr> <th>Setback</th> <th>Minimum Distances Measured in Metres (m)</th> </tr> </thead> <tbody> <tr> <td>Street frontage</td> <td>10m</td> </tr> <tr> <td>Side and rear boundary (other than where specified below)</td> <td>6m</td> </tr> <tr> <td>Side and rear boundary (where involving <i>tourism activities</i>)</td> <td>20m</td> </tr> </tbody> </table> <p><i>Note - Where setbacks are required in this code or other codes, the higher numerical standard prevails.</i></p>	Setback	Minimum Distances Measured in Metres (m)	Street frontage	10m	Side and rear boundary (other than where specified below)	6m	Side and rear boundary (where involving <i>tourism activities</i> )	20m	<p><b>AO1 Complies:</b> All buildings associated with the development will be setback from side boundaries in excess of 6 m and from the street frontage a minimum of 10 m. Refer to proposal plans.</p>
Setback	Minimum Distances Measured in Metres (m)									
Street frontage	10m									
Side and rear boundary (other than where specified below)	6m									
Side and rear boundary (where involving <i>tourism activities</i> )	20m									
<b>Height</b>										
<p><b>PO2</b> Development is of a height that: (1) is low-rise where involving non-<i>rural activities</i>; (2) does not detract from the amenity of <i>adjoining premises</i>; and (3) complements the rural and natural landscape setting of the zone.</p>	<p><b>AO2.1</b> Development involving non-<i>rural activities</i> does not exceed 2 storeys and a maximum height of 8.5m.</p>	<p><b>AO2.1 N/A:</b> The development involves rural activities. All buildings will be no higher than 8.5m high.</p>								
	<p><b>AO2.2</b> For development involving <i>rural activities</i>, no Acceptable Outcome is prescribed.</p>	<p><b>PO2 Complies:</b> The development does not detract from the amenity of adjoining premises and complements the rural and natural landscape setting of the zone.</p>								



Table 10: Assessable Development – Rural Zone (Where no precinct applies) – Table 6.2.17.3.2 from Scenic Rim Planning Scheme

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>Built Form and Urban Design</b>		
<p><b>PO1</b>            Development maintains and protects important views to significant landscape features, such as ridgelines.</p>	<p><b>AO1</b>            Development:            (1) protects the views from public places of significant landscapes features;            (2) avoids building on a ridgeline; and            (3) does not obstruct the views to a ridgeline from a road (refer to <b>Figure 1</b>).</p> <div style="text-align: center;">  <p><b>Figure 1.</b></p> </div>	<p><b>AO1 Complies:</b> The development is sited and designed to protect the views from public places of significant landscape features, avoids building on a ridgeline and will not obstruct the views to a ridgeline from a road.</p>
<b>Land Uses</b>		
<p><b>PO2</b>            Large buildings or structures associated with <i>Rural industry, Intensive animal industries or Intensive horticulture</i> are sited or provided with screen landscaping to minimise their bulk and visibility from roads, public places or <i>sensitive land uses</i>.</p>	<p><b>AO2</b>            No Acceptable Outcome is prescribed.</p>	<p><b>PO2 Complies:</b> The development is sited to minimise its bulk and visibility from the nearby road, and <i>sensitive land uses</i> and incorporates appropriate screening. The development is not located near public place.</p>
<p><b>PO3</b>            Development other than a <i>rural activity</i>.            (1) is located and designed to complement the rural and natural landscape setting of the zone;</p>	<p><b>AO3</b>            No Acceptable Outcome is prescribed.</p>	<p><b>PO3 N/A:</b> The development involves a rural activity and a light to medium industrial use (transport depot). A transport depot housing up to 15 Heavy Vehicles is considered consistent development in the Rural Zone. The proposed shed and parking area is</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p>(2) is of a scale and intensity that protects the rural amenity of the zone;            (3) maintains and is subordinate to the natural land form and natural landscape features of the site such as waterways and vegetated areas;            (4) maximises the retention of vegetation;            (5) maintains the capacity of the site and adjacent land for agricultural production;            (6) minimises the potential for land use conflict with adjacent rural land; and            (7) is appropriately serviced by necessary road infrastructure.</p>		<p>located below the main ridgeline, will be suitably screened and will protect the surrounding rural and industrial amenity.</p>
<b>Reconfiguration of a Lot</b>		
<p><b>PO4</b>            Reconfiguring a lot:            (1) creates lots of an appropriate size, dimension and configuration to accommodate land uses consistent with the purpose and overall outcomes of the zone;            (2) facilitates agricultural production, and minimises the loss and fragmentation of land for agricultural production; and            (3) complies with the standards in <b>Table 9.4.6.3.2 - Minimum Lot Size and Design</b>.</p>	<p><b>AO4</b>            No Acceptable Outcome is prescribed.</p>	<p><b>PO4 N/A:</b> The development does not involve the reconfiguration of any lots.</p>

**6.6. SRRC Planning Scheme – Earthworks, Construction and Water Quality Code**

Table 11: Criteria for Assessable Development – Table 9.4.2.3.1 from Scenic Rim Planning Scheme

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>Earthworks</b>		
<p><b>PO1</b>            Earthworks do not result in increased instability of the subject or adjoining lands.</p>	<p><b>AO1.1</b>            Retaining walls:            (1) are designed and certified by a <i>suitably qualified</i> person; and            (2) do not include timber products where located or proposed to be:            (a) located on public land; or            (b) set back from a boundary adjoining public land a distance less than the height of the retaining wall.</p>	<p><b>AO1.1 N/A:</b> No retaining walls are proposed to be included as part of the development.</p>
	<p><b>AO1.2</b>            All areas of fill are compacted in accordance with:            (1) <i>Australian Standard 3798:1996 - Guidelines on Earthworks for Commercial and Residential Developments</i>; and            (2) <i>Australian Standard 2870:1996 - Residential Slabs and Footings - Construction</i>.</p>	<p><b>AO1.2 Complies:</b> All areas of fill will be compacted in accordance with AS3798:1996 and AS2870:1996.</p>
<p><b>PO2</b>            Development undertaken in areas of existing traffic flow provides for traffic to continue to be able to reach its destination without significant delay.</p>	<p><b>AO2</b>            Development ensures that where the temporary diversion of traffic is necessary:            (1) permission for a temporary road closure is obtainable from the Police, and a detour is provided via existing roads; or            (2) a temporary detour is provided within or adjoining the site; or            (3) if no detour is available, traffic flows are managed to ensure minimum disturbance to road users.</p>	<p><b>AO2 N/A:</b> The development does not require a temporary diversion of traffic.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>Damage to Existing Infrastructure</b>		
<p><b>PO3</b>            Earthworks do not result in an unnecessary disturbance to existing infrastructure.</p>	<p><b>A03</b>            (1) Development is designed to maintain the location of existing infrastructure, including depth of cover to underground infrastructure; or            (2) Where disturbance to existing infrastructure is unavoidable:            (a) underground infrastructure that is covered to a greater depth is provided with access for maintenance and inspection purposes; or            (b) underground infrastructure that is uncovered, or has cover reduced to less than the applicable standard, is relocated or otherwise protected from damage; or            (c) above ground infrastructure is repositioned to a location that complies with the applicable standards.</p>	<p><b>A03 Complies:</b> The development has been designed to maintain the location of existing infrastructure, including depth of cover to underground infrastructure.</p>
<b>Removal of Vegetation, Stumps and Dumped Waste</b>		
<p><b>PO4</b>            Disposal of waste generated from construction activities:            (1) is managed in a manner not to cause <i>environmental harm</i>;            (2) complies with relevant legislation; and            (3) does not occur on site.</p>	<p><b>AO4.1</b>            Vegetation waste involving development sites of more than 5 hectares is chipped or burnt in an approved pit burner.   <i>Editor's Note - Chipping is the preferred method of vegetation disposal. Chipped vegetation can be used as soil cover for exposed areas to assist sediment control.</i></p>	<p><b>AO4.1 Complies:</b> Cleared vegetation will be chipped (mulched) and reused on site.</p>
	<p><b>AO4.2</b>            Small quantities of waste are taken to an appropriate landfill facility.</p>	<p><b>AO4.2 Complies:</b> The development will ensure that small quantities of waste are taken to an appropriate landfill facility.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
	<p><b>AO4.3</b>            Development involving contaminated waste is disposed of in an approved manner under the Environmental Protection Act 1994.</p>	<p><b>AO4.3 Complies:</b> Where required, the development will ensure that contaminated waste is disposed of in an approved manner under the Environmental Protection Act 1994.</p>
	<p><b>AO4.4</b>            All unconsolidated fill, builder's rubble, or other waste is removed from the site prior to the completion of works.</p>	<p><b>AO4.4 Complies:</b> Where required, all unconsolidated fill, builder's rubble, or other waste is removed from the site prior to the completion of works.</p>
<b>Siting and Removal of Dams</b>		
<p><b>PO5</b>            Existing dams:            (1) do not create a safety hazard;            (2) are located on a single lot; and            (3) where removed, the land is shaped and compacted back to its natural state.</p>	<p><b>AO5.1</b>            Development in urban areas results in the removal of all dams.</p>	<p><b>AO5.1 N/A:</b> The development is not in an urban area.</p>
	<p><b>AO5.2</b>            Development in the Rural Zone or Rural Residential Zone only retains dams where they are fully contained within one lot.</p>	<p><b>AO5.2 Complies:</b> The existing dams are fully contained within one lot.</p>
	<p><b>AO5.3</b>            The land affected by a dewatered dam shall be returned to its natural state by:            (1) shaping the land to its natural form or in accordance with a development approval; and            (2) compaction of the soil.</p>	<p><b>AO5.3 N/A:</b> The development site is not affected by a dewatered dam.</p>
<b>Amenity</b>		
<p><b>PO6</b>            Earthworks are conducted in a manner which minimises disruption to nearby <i>sensitive receivers</i> having regard to:            (1) hours of operation;</p>	<p><b>AO6</b>            No acceptable outcome is prescribed.</p>	<p><b>PO6 Complies:</b> Where proposed, earthworks will be conducted to ensure that they do not disrupt nearby sensitive receivers having regard to hours of operation, traffic movement to and within the site and minimising timeframes for earthworks.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
(2) traffic movement on access roads and within the site; (3) minimising timeframes for earthworks.		
<b>PO7</b> Earthworks are conducted in a manner which reduces their visual impact.	<b>A07</b> Earthwork areas are grassed or landscaped immediately upon completion to a standard commensurate with their surrounds.	<b>A07 Complies:</b> Where proposed, earthworks areas will be grassed or landscaped immediately upon completion to a standard commensurate with their surrounds.
<b>Dust Management</b>		
<b>PO8</b> Dust from development does not create <i>environmental harm</i> and minimises impacts on <i>sensitive receivers</i> .	<b>A08.1</b> Development provides for the suppression of dust during construction or earthworks.	<b>A08.1 Complies:</b> The development will provide for the suppression of dust during construction and/or earthworks activities.
	<b>A08.2</b> Haul routes for bulk earthworks are located as far as practical from sensitive receivers.	<b>A08.2 Complies:</b> Where required, haul routes for bulk earthworks are located as far as practical from sensitive receivers.
<b>PO9</b> Spoil piles, stockpiles and borrow pits are located and managed to not create a dust nuisance and to minimise impacts on <i>sensitive receivers</i> .	<b>A09.1</b> Spoil piles, stockpiles and borrow pits are located as far as practical from sensitive receivers.	<b>A09.1 Complies:</b> Where proposed, spoil piles, stockpiles and borrow pits are located as far as practical from sensitive receivers.
	<b>A09.2</b> Spoil piles, stockpiles and borrow pits, operating for greater than one week, are covered.	<b>A09.2 Complies:</b> Where proposed, spoil piles, stockpiles and borrow pits operating for greater than one week are covered.
<b>Stormwater Management – Protecting Water Quality and Hydrological Processes</b>		
<b>PO10</b> Development is planned and designed considering site land-use constraints to allow the provision of stormwater management systems that avoid or minimise adverse impacts on	<b>A010.1</b> Development demonstrates it has minimised disturbance to: (1) natural drainage; (2) areas with erosive, dispersive, sodic and/or saline soils;	<b>A010.1 Complies:</b> Refer to Site Based Stormwater Management Plan.

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p>environmental values of receiving waters.</p> <p><i>Editor's Note - A site stormwater quality management plan prepared by a suitably qualified person is required to inform the layout of the development and to demonstrate compliance with the requirement</i></p>	<p>(3) acid sulfate soils;            (4) groundwater levels; and            (5) landscape features and vegetation.</p> <p><b>AO10.2</b>            A stormwater management system has sufficient site area to service the requirements of the development.</p> <p><b>AO10.3</b>            Stormwater management systems:            (1) are <i>located</i> outside of wetlands, waterways and riparian areas; and            (2) prevent increased channel bed and bank erosion.</p> <p><i>Editor's Note - The approximate location of wetlands and waterways can be found on <b>Environmental Significance Overlay Map – Wetlands and Waterways OM-04-D</b> and <b>Environmental Significance Overlay Map – Local Watercourses OM-04-E</b></i></p>	<p><b>AO10.2 Complies:</b> Refer to Site Based Stormwater Management Plan.</p> <p><b>AO10.3 Complies:</b> Refer to Site Based Stormwater Management Plan.</p>
<p><b>PO11</b>            Construction activities for the development avoid or minimise adverse impacts on sediment mobilisation, stormwater quality and hydrological processes.</p>	<p><b>AO11.1</b>            An erosion and sediment control program (ESCP) demonstrates that release of sediment-laden stormwater is avoided or minimised by achieving the design objectives listed in <b>Table 9.4.2.3.2 - Construction Phase – Stormwater Management Design Objectives.</b></p> <p><b>OR</b></p> <p><b>AO11.2</b>            The ESCP demonstrates how stormwater quality will be managed so that target contaminants are treated to a design objective at least equivalent to <b>Table 9.4.2.3.2 -</b></p>	<p><b>AO11.1 Complies:</b> Refer to the ESCP in ACS-230008-GEN pages 11-13.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
	<b>Construction Phase – Stormwater Management Design Objectives.</b>	
<p><b>PO12</b>            Development manages stormwater to avoid or minimise the environmental impacts of stormwater discharge on the quality and waterway hydrology of receiving waters.</p> <p><i>Editor's Note - A site stormwater management plan prepared by a suitably qualified person is provided that demonstrates development can be managed to achieve compliance with the stormwater management design objectives.</i></p>	<p><b>AO12</b>            Development is managed so that it meets the objectives in <b>Table 9.4.2.3.4 - Post Construction Phase – Stormwater Management Design Objectives.</b></p>	<p><b>AO12 Complies:</b> Refer to Site Based Stormwater Management Plan.</p>
<p><b>PO13</b>            Development prevents increased bed and bank erosion in receiving waterways by limiting changes in run-off volume and peak flows.</p>	<p><b>AO13</b>            The development is designed to:</p> <ul style="list-style-type: none"> <li>(1) minimise impervious areas;</li> <li>(2) maximise opportunities for capture and reuse of stormwater;</li> <li>(3) incorporate natural channel design principles; and</li> <li>(4) achieve the waterway stability objectives listed in <b>Table 9.4.2.3.4 - Post Construction Phase – Stormwater Management Design Objectives.</b></li> </ul> <p><i>Note - The waterway stability objective listed in <b>Table 9.4.2.3.4</b> applies if development drains to an unlined waterway within or downstream of the site where there is an increased risk of erosion due to changes in hydrology.</i></p>	<p><b>AO13 Complies:</b> Refer to section Site Based Stormwater Management Plan and drawing ACS-230008-GEN-10.</p>
<p><b>PO14</b>            Development protects in-stream ecology by maintaining pre-development low-flow discharge regimes.</p>	<p><b>AO14</b>            No acceptable outcome is prescribed.</p>	<p><b>PO14 Complies:</b> Refer to section Site Based Stormwater Management Plan and drawing ACS-230008-GEN-11.</p>



Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p><b>PO15</b>            Development ensures that the entry and transport of contaminants into stormwater is avoided.</p> <p><i>Note - Prescribed water contaminants are defined in the Environmental Protection Act 1994.</i></p>	<p><b>AO15</b>            No acceptable outcome is prescribed.</p>	<p><b>PO15 Complies:</b> Refer to section Site Based Stormwater Management Plan and drawing ACS-230008-GEN-10.</p>
<b>Point Source Wastewater Management (Other than Contaminated Stormwater and Sewage)</b>		
<p><b>PO16</b>            Development involving wastewater discharge (other than contaminated stormwater and sewage) to a waterway avoids or minimises adverse impacts to ecological processes, riparian vegetation, waterway integrity, and downstream ecosystem health.</p>	<p><b>AO16.1</b>            Where the development involves the discharge of wastewater (other than contaminated stormwater and sewage), a wastewater management plan (WWMP) is prepared by a <i>suitably qualified person</i> and addresses:</p> <ul style="list-style-type: none"> <li>(1) wastewater type;</li> <li>(2) climatic conditions;</li> <li>(3) water quality objectives;</li> <li>(4) soil conditions and natural hydrology; and</li> <li>(5) best practice environmental management.</li> </ul> <p><i>Note - Development is designed to achieve the prescribed water quality objectives for Waterways in accordance with the Environmental Protection (Water) Policy 2009.</i></p>	<p><b>AO16.1 N/A:</b> The proposed development does not involve wastewater generation.</p>
	<p><b>AO16.2</b>            The WWMP prepared in <b>AO16.1</b> provides that wastewater is managed in accordance with a waste-management hierarchy that:</p> <ul style="list-style-type: none"> <li>(1) avoids wastewater discharges to waterways; or</li> <li>(2) if wastewater discharge to waterways cannot practicably be avoided, minimises wastewater discharge to waterways by reuse, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.</li> </ul>	<p><b>AO16.2 N/A:</b> The proposed development does not involve wastewater generation.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>Non-tidal artificial waterways</b>		
<p><b>PO17</b>            The location of artificial waterways:            (1) avoids groundwater-recharge areas;            (2) incorporates low lying areas of a catchment connected to an existing waterway;            (3) does not disturb natural wetlands and any associated buffer areas;            (4) minimises disturbing soils or sediments; and            (5) avoids altering the natural hydrologic regime in nutrient hazardous areas.</p>	<p><b>AO17</b>            No acceptable outcome is prescribed.</p>	<p><b>PO17 N/A:</b> The development does not propose any artificial waterways.</p>
<p><b>PO18</b>            Stormwater is treated before discharge into a non-tidal artificial waterway.</p>	<p><b>AO18</b>            Before being discharged into an artificial waterway, stormwater is treated to achieve the applicable stormwater management design objectives outlined in:            (1) <b>Table 9.4.2.3.2- Construction Phase – Stormwater Management Design Objectives;</b>            (2) <b>Table 9.4.2.3.3 - Construction phase – Stormwater Management Design Objectives for Temporary Drainage Works;</b> and            (3) <b>Table 9.4.2.3.4 - Post Construction Phase – Stormwater Management Design Objectives.</b></p>	<p><b>AO18 N/A:</b> The development does not propose any artificial waterways.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p><b>PO19</b>            Any artificial waterway is designed, constructed and managed in a way that avoids or minimises adverse impacts on ecological processes, water quality, flood capacity, waterway integrity, and ecosystem and human health.</p> <p><i>Editor's Note - A suitably qualified registered professional engineer, Queensland (RPEQ) with specific experience in establishing artificial waterways is required to demonstrate compliance with the requirement.</i></p>	<p><b>AO19</b>            No acceptable outcome is prescribed.</p>	<p><b>PO19 N/A:</b> The development does not propose any artificial waterways.</p>

**6.7. SRRC Planning Scheme – General Development Provisions Code**

Table 12: Criteria for Assessable Development Only – Table 9.3.7.3.1 from Scenic Rim Planning Scheme

Performance Outcomes	Acceptable Outcomes	Applicant Comments															
<b>Acoustic Amenity and Noise</b>																	
<p><b>PO1</b>            Development is located, designed, constructed and operated to ensure that noise emissions do not cause <i>environmental harm</i> or <i>environmental nuisance</i> to <i>sensitive receivers</i>.</p> <p><i>Note - this performance outcome also applies to noise emissions generated by sensitive land uses, from sources such as communal areas, service areas, plant and equipment.</i></p>	<p><b>AO1</b></p> <p>(1) Development involves activities that are inaudible from an adjacent <i>sensitive receiver</i> or would not cause noise related <i>environmental harm</i> or <i>environmental nuisance</i> sensitive receiver; or</p> <p>(2) The emission of noise from the premises must not exceed the following levels:</p> <table border="1" data-bbox="636 683 1285 995"> <thead> <tr> <th>Time Period</th> <th>At A Sensitive Land Use</th> <th>At Commercial Premises</th> </tr> </thead> <tbody> <tr> <td>7:00am-10:00pm</td> <td>Background +5dB(A)</td> <td>Background +10dB(A)</td> </tr> <tr> <td>10:00pm-7:00am (sleeping areas)</td> <td>35dB(A)</td> <td>Background +8dB(A)</td> </tr> <tr> <td>10:00pm-7:00am (living areas)</td> <td>40dB(A)</td> <td>Background +8dB(A)</td> </tr> <tr> <td>10:00pm-7:00am (unless otherwise specified)</td> <td>Background +3dB(A)</td> <td>Background +8dB(A)</td> </tr> </tbody> </table> <p><b>Note -</b></p> <p>(1) Levels are measured as the adjusted maximum sound pressure level as defined in the Noise Measurement Manual (Environmental Protection Agency, 2000).</p> <p>(2) Noise generated from vehicle movements on the site, including noise from entering or exiting the vehicle, shall not be considered when assessing the Acceptable Outcome AO1.</p> <p>(3) Background=LA90.</p> <p><b>OR;</b></p> <p>(3) Development achieves the Acoustic Quality Objectives for Sensitive Receptors listed within the Environmental Protection (Noise) Policy 2008.</p>	Time Period	At A Sensitive Land Use	At Commercial Premises	7:00am-10:00pm	Background +5dB(A)	Background +10dB(A)	10:00pm-7:00am (sleeping areas)	35dB(A)	Background +8dB(A)	10:00pm-7:00am (living areas)	40dB(A)	Background +8dB(A)	10:00pm-7:00am (unless otherwise specified)	Background +3dB(A)	Background +8dB(A)	<p><b>AO1 Complies:</b> The development has been sited to avoid environmental nuisance to surrounding properties and existing and future sensitive uses.</p>
Time Period	At A Sensitive Land Use	At Commercial Premises															
7:00am-10:00pm	Background +5dB(A)	Background +10dB(A)															
10:00pm-7:00am (sleeping areas)	35dB(A)	Background +8dB(A)															
10:00pm-7:00am (living areas)	40dB(A)	Background +8dB(A)															
10:00pm-7:00am (unless otherwise specified)	Background +3dB(A)	Background +8dB(A)															

Performance Outcomes	Acceptable Outcomes	Applicant Comments
	<p><b>Note</b> - where the adjacent sensitive land use is not listed in the Environmental Protection (Noise) Policy 2008, the development will achieve the noise levels specified in AO1 (2)</p>	
<p><b>PO2</b>            Air conditioning units, refrigeration units and any other form of mechanical ventilation or extraction systems do not adversely impact on the acoustic amenity of surrounding sensitive receivers.</p>	<p><b>AO2</b>            Roof-top mounted plant and equipment is located away from surrounding sensitive land uses and is acoustically shielded to maintain the background noise levels (L90) at the nearest sensitive receiver.</p>	<p><b>AO2 Complies:</b> The development has been sited to avoid environmental nuisance to surrounding properties and existing and future sensitive uses. The proposed development does not involve mechanical ventilation or extraction systems.</p>
<p><b>PO3</b>            Development does not involve activities that would cause vibration related environmental harm or environmental nuisance to a sensitive receiver.</p>	<p><b>AO3</b>            No Acceptable Outcome is prescribed.</p> <p><b>Editor's note</b> - the proponent may need to obtain a vibration impact assessment or alternatively included vibration within an environmental impact report for the site which demonstrates that the acceptable outcomes come be achieved.</p>	<p><b>PO3 Complies:</b> The development does not involve activities that would cause vibration related environmental harm or environmental nuisance to a sensitive receiver.</p>
<b>Air Emissions – Dust, Particulates and Odour</b>		
<p><b>PO4</b>            Development (excluding Intensive animal industry) is sited, designed and operated to avoid the generation of odour emissions of a level that have the potential to cause environmental harm to a sensitive receiver.</p> <p><b>Editor's note</b> - The Intensive Animal Industry Code contains the assessment benchmarks for Air Emissions - Dust,</p>	<p><b>AO4</b>            No Acceptable Outcome is prescribed.</p> <p><b>Note</b> - An applicant is likely to be required to provide an Assessment Report prepared by a suitably qualified person in relation to odour impacts. The assessment is to be prepared in accordance with the Guideline - Odour Impact Assessment for Developments - Department of Environment and Heritage Protection, for modelled odour concentrations.</p>	<p><b>PO4 Complies:</b> The proposed development does not involve the generation of odour.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p><i>Particulates and Odour applicable to Intensive animal industries.</i></p>		
<p><b>PO5</b>            Development (excluding Intensive animal industry) does not create dust or particulate nuisance at any point beyond the boundary of the site.</p> <p><i>Editor's note - The Intensive Animal Industry Code contains the assessment benchmarks for Air Emissions - Dust, Particulates and Odour applicable to Intensive animal industries.</i></p>	<p><b>A05</b>            Development (excluding Intensive animal industry) does not involve activities that would cause dust related environmental harm or environmental nuisance; or</p> <p><i>Note - in assessing potential dust emissions, consideration will include emissions from the use itself, on site unsealed roads or parking sites, and any other incidental source associated with the development.</i></p> <p>(1) Development (excluding Intensive animal industry);            (a) does not result in particle emissions that exceed any of the acceptable levels specified within the Environmental Protection (Air) Policy 2008;            (b) generates dustfall, averaged over a 30 day period of time, that does not exceed 130mg/m<sup>2</sup>/day when measured at the site boundary.</p> <p><i>Note - An applicant is likely to be required to provide an Assessment Report prepared by a suitably qualified person in relation to dust and particulate impacts.</i></p> <p><i>Note - Where development is likely to create ongoing significant dust issues an Applicant may be required to provide a 'site based management plan' which adequately addresses dust mitigation measures includes;</i>            (1) an adequate water supply available at all times in order to undertake proactive dust reduction measures e.g. watering of access roads;            (2) areas within the site that are frequently used for vehicular purposes are imperviously sealed or treated to reduce dust emissions; and            (3) activities undertaken on site that create dust are performed in an enclosed structure with suitable dust extraction and filtration systems.</p>	<p><b>A05 Complies:</b> The development will not involve activities that would cause dust related environmental harm or environmental nuisance.</p>
<p><b>PO6</b>            Air emission vents or stacks are sited to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.</p>	<p><b>A06</b>            No Acceptable Outcome is prescribed.</p>	<p><b>A06 Complies:</b> The development does not involve air emission vents or stacks.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>Outdoor Lighting and Glare</b>		
<p><b>PO7</b>            Development does not impact on the amenity of nearby <i>sensitive receivers</i> as a result of light spill.</p>	<p><b>A07.1</b>            Development:</p> <ul style="list-style-type: none"> <li>(1) provides no outdoor lighting as part of the development; or</li> <li>(2) provides only minor external lighting devices, located, designed and installed to:               <ul style="list-style-type: none"> <li>(a) be consistent with and appropriate to the surrounding character and amenity; and</li> <li>(b) minimise the impact of direct and indirect light spillage on surrounding <i>sensitive land uses</i>; or</li> </ul> </li> </ul> <p><b>Note</b> - <i>Effective methods to comply with outcome A07.1 (2) include:</i></p> <ul style="list-style-type: none"> <li>(a) <i>providing covers or shading around lights that prevent direct light spillage on neighbouring premises or roadways; or</i></li> <li>(b) <i>directing lights downwards to prevent direct light spillage on neighbouring premises or road ways; and</i></li> <li>(c) <i>positioning and/or directing lights away from sensitive land uses; and</i></li> <li>(d) <i>enabling the brightness of lights to be adjusted to lower output levels where appropriate; and</i></li> <li>(e) <i>use of motion sensor lights or electronic controls to switch off lights when not required.</i></li> </ul> <ul style="list-style-type: none"> <li>(3) provides external lighting which is compliant with the technical parameters, design, installation, operation and maintenance standards of the following as applicable:               <ul style="list-style-type: none"> <li>(a) outdoor lighting complies with the requirements of Australian Standard AS4282-1997 Control of the Obtrusive Effects of Outdoor Lighting; and</li> <li>(b) sporting fields and sporting courts, comply with the requirements of Australian Standard AS4282-1997 – Control of the Obtrusive Effects of Outdoor Lighting and a compliance statement by a lighting designer has been provided in accordance with the Australian Standard (Section 4).</li> </ul> </li> </ul>	<p><b>A07.1 Complies:</b> The development will involve only minor external lighting and will not generate light glare or overspill on neighbouring properties.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
	<p><i>Note - An applicant may be required to provide a lighting proposal and impact assessment (environmental and amenity) as part of the application to demonstrate that the lighting will not create nuisance issues for surrounding sensitive land uses.</i></p> <p><b>A07.2</b>            Development operating at night;            (1) provides that the alignment of streets, driveways and parking areas avoid light from vehicle headlights falling directly upon any window or outdoor recreational area of adjacent residential dwellings; or            (2) provides a solid screen fence prevents light from vehicle headlights falling directly upon any window or outdoor recreational area of adjacent residential dwellings.</p>	<p><b>A07.2 N/A:</b> The development will not be operational during the night.</p>
<p><b>PO8</b>            Development does not impact on the amenity of the surrounding area or cause nuisance as a result of glare or reflection.</p>	<p><b>A08</b>            No Acceptable Outcome is prescribed.</p>	<p><b>PO8 Complies:</b> The development will not impact the amenity of the surrounding area or cause nuisance as a result of glare or reflection.</p>
<b>Waste Management</b>		
<p><b>PO9</b>            Development provides:            (1) sufficient area for the storage of waste and recyclables;            and            (2) for the separation of wastes to maximise alternatives to disposal.</p>	<p><b>A09.1</b>            All waste produced on site is stored in approved containers of a sufficient capacity to receive all waste generated by the development.</p> <p><b>A09.2</b>            Waste and recyclables are managed in accordance with the <i>Waste Reduction and Recycling Act 2011</i>.</p> <p><b>A09.3</b>            Waste and recyclables produced on site are managed in accordance with the waste and resource management hierarchy specified in the <i>Waste Reduction and Recycling Act 2011</i>.</p>	<p><b>A09.1 Complies:</b> The proposed development will include suitably sized waste receptacles.</p> <p><b>A09.2 Complies:</b> Waste and recyclables are managed in accordance with the <i>Waste Reduction and Recycling Act 2011</i>.</p> <p><b>A09.3 Complies:</b> Waste and recyclables produced on site are managed in accordance with the waste and resource management</p>



Performance Outcomes	Acceptable Outcomes	Applicant Comments
	<p><b>Editor's note</b> - The <b>waste and resource management hierarchy</b> is the following precepts, listed in the preferred order in which waste and resource management options should be considered—</p> <ul style="list-style-type: none"> <li>(a) <b>AVOID</b> unnecessary resource consumption;</li> <li>(b) <b>REDUCE</b> waste generation and disposal;</li> <li>(c) <b>RE-USE</b> waste resources without further manufacturing;</li> <li>(d) <b>RECYCLE</b> waste resources to make the same or different products;</li> <li>(e) <b>RECOVER</b> waste resources, including the recovery of energy;</li> <li>(f) <b>TREAT</b> waste before disposal, including reducing the hazardous nature of waste;</li> <li>(g) <b>DISPOSE</b> of waste only if there is no viable alternative.</li> </ul>	<p>hierarchy specified in the <i>Waste Reduction and Recycling Act 2011</i>.</p>
<p><b>PO10</b>            Development is designed to ensure that waste storage and collection can be undertaken in a safe and convenient manner.</p>	<p><b>AO10.1</b>            Development:</p> <ul style="list-style-type: none"> <li>(1) has a street frontage (exclusive of driveways) of 1 metre per 240L wheeled bin service required; or</li> <li>(2) provides waste container/s which are able to be accessed on site by collection vehicles being able to enter and leave the premises in forward gear, or sufficient and accessible road frontage exists to allow the containers to be placed kerbside for collection; or</li> <li>(3) provides an alternate storage and collection method for adequate storage capacity and safe collection of waste in accordance with the <i>Waste Reduction and Recycling Act 2011</i>.</li> </ul>	<p><b>AO10.1 Complies:</b> The proposed development will provide waste containers which are able to be access on site by collection vehicles being able to enter and leave the premises in forward gear.</p>
	<p><b>AO10.2</b>            Development provides unobstructed access to the container for removal of the waste by the local government or waste collection entity.</p>	<p><b>AO10.2 Complies:</b> The proposed development provides unobstructed access to the container for removal of the waste by the local government or waste collection entity</p>
	<p><b>AO10.3</b>            Development, which includes the provision of roads including private or public roads, designs and constructs such roads to provide access by waste collection vehicles to each tenancy or the container storage area/s.</p>	<p><b>AO10.3 N/A</b></p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p><b>PO11</b>            Development ensures the placement of waste containers does not create a health or amenity nuisance.</p>	<p><b>AO11</b>            Development provides:            (1) a dedicated area for refuse storage that is screened or otherwise located to avoid visual impacts on streetscapes, public spaces and adjoining properties; and            (2) an:                (a) elevated stand for holding all waste containers at the premises; or                (b) imperviously paved and drained area, upon which can be stood all waste containers at the premises; and                (c) a hose cock and hose in the vicinity of the stand or paved area.</p>	<p><b>AO11 Complies:</b> Waste containers will be appropriately located so as not to create a health or amenity nuisance.</p>
<p><b>PO12</b>            Putrescible waste generated as a result of the development does not cause odour nuisance issues for surrounding land uses.</p>	<p><b>AO12</b>            Development stores all putrescibles waste in a manner that prevents odour nuisance and fly breeding and is disposed of at intervals not exceeding seven (7) days.</p> <p><b>Note</b> - Examples of acceptable outcomes may, either permanently or as required, include:            (a) storing putrescible waste at low temperatures; and/or            (b) increased frequency of collection to avoid the generation of odours.</p>	<p><b>AO12 Complies:</b> The proposed development will be serviced by a regular waste collection.</p>
<p><b>PO13</b>            Development involving:            (1) reconfiguring of a lot creating 4 or more new lots;            (2) the construction or demolition of buildings over 400m<sup>2</sup> GFA;            (3) <i>Multiple dwellings</i> being 4 or more dwellings;</p>	<p><b>AO13</b>            Development provides and implements a Waste Management Plan (WMP) for pre-construction, construction and post-construction stages addressing:            (1) the management of waste and recyclables in accordance with the <i>Waste Reduction and Recycling Act 2011</i>;            (2) waste and recyclables produced on site is managed in accordance with the waste and resource management</p>	<p><b>AO13 Complies:</b> The proposed development will manage waste and recycling to ensure optimum resource recovery and waste minimisation.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p>(4) <i>Intensive animal industry</i>,            (5) regulated waste;            manages waste and recycling from the development to ensure optimum resource recovery and waste minimisation.</p>	<p>hierarchy specified in the <i>Waste Reduction and Recycling Act 2011</i>;            (3) optimisation of resource recovery;            (4) waste minimisation and disposal procedures;            (5) management of:                (a) construction and demolition waste;                (b) organic waste including vegetation clearing;                (c) hazardous waste;            (6) ongoing waste and resource recovery measures to be provided once the development is operational;            (7) access and infrastructure required to enable waste and recycling services to be effectively provided; and            (8) review process for the WMP to allow for ongoing flexibility, adaptability and new innovation.</p>	
<b>General Amenity</b>		
<p><b>PO14</b>            The use of vehicles associated with the development does not impact on the safe or convenient use of the road network.</p>	<p><b>AO14.1</b>            Loading or unloading activities are undertaken within the site.</p>	<p><b>AO14.1 Complies:</b> All loading or unloading activities undertaken within the site.</p>
	<p><b>AO14.2</b>            Development provides that all vehicles associated with the use can be parked on the site.</p>	<p><b>AO14.2 Complies:</b> All vehicles associated with the use can be parked on the site.</p>
	<p><b>AO14.3</b>            Development has access to the road network is via a constructed road.</p> <p><i>Note - Acceptable Outcome AO14.3 does not reduce or eliminate the need to comply with other Performance Outcomes that may require a higher or specific standard of road.</i></p>	<p><b>AO14.3 Complies:</b> The development has access to the road network via an existing crossover to a constructed road, Sandy Creek Road. A secondary access is proposed as outlined in section 4.6</p>
<b>Reverse Amenity</b>		

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p><b>PO15</b>            Development involving a <i>sensitive land use</i> in close proximity to existing lawful land uses that generate noise, dust, odour and other emissions, are located and designed to not impede the operation of the existing lawful use.</p> <p><i>Editor's note - Development design principles may include;</i></p> <ul style="list-style-type: none"> <li>(1) locating open space and roadways to increase separation distances;</li> <li>(2) use of dense landscaping as a visual and particulate barrier;</li> <li>(3) reducing residential densities adjacent impacting sites;</li> <li>(4) building design, including air conditioning; and</li> <li>(5) providing barriers to impacting sites.</li> </ul>	<p><b>AO15</b>            No Acceptable Outcome is prescribed.</p>	<p><b>PO15 Complies:</b> Development will not impede the operation of existing lawful land uses in the area. The development has been located to avoid nearby sensitive receptors. Undue adverse impact on the locality is unlikely.</p>
<b>Stormwater - Quantity</b>		
<p><b>PO16</b>            Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.</p>	<p><b>AO16.1</b>            A site based stormwater quantity management plan (SQMP) is prepared by a <i>suitably qualified person</i> and demonstrates achievable stormwater quantity control measures for discharge during operational phases of development designed in accordance with the Queensland Urban Drainage Manual (QUDM).</p>	<p><b>AO16.1 Complies:</b> Refer to Stormwater Management Plan.</p>
	<p><b>AO16.2</b>            Stormwater flows discharged from development are either within the capacity of the downstream drainage system such that non-worsening occurs, or are mitigated to pre-development characteristics.</p>	<p><b>AO16.2 Complies:</b> Refer to Stormwater Management Plan.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>On-site Wastewater Disposal</b>		
<p><b>PO17</b>            Where located outside a <i>wastewater connection area</i>, development is provided with sufficient on-site wastewater disposal, that is determined by a <i>suitably qualified person</i>, to meet the needs of residents and users.</p>	<p><b>AO17</b>            No Acceptable Outcome is Prescribed.</p>	<p><b>PO17 Complies:</b> On-site wastewater disposal will be provided for the dwelling, shed and caretakers' accommodation.</p>
<b>On-site Water Supply</b>		
<p><b>PO18</b>            Where reticulated water supply is unavailable, the development is provided with sufficient on-site water supply to meet the needs of residents and users.</p>	<p><b>AO18</b>            No Acceptable Outcome is Prescribed.</p>	<p><b>PO18 Complies:</b> The development will be serviced from on site water storage tanks connected to the dwelling and shed roofs.</p>

**6.8. SRRC Planning Scheme – Landscaping Code**

Table 13: Criteria for Assessable Development – Table 9.4.4.3.1 from Scenic Rim Planning Scheme

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>Retention of Trees</b>		
<p><b>PO1</b>            Landscaping:            (1) is sensitive to existing site conditions, topography and scenic and landscape characteristics;            (2) as far as practicable, retains existing vegetation of ecological value; and            (3) protects and enhances the existing character and amenity of the site, street and surrounding area.</p>	<p><b>AO1</b>            Development ensures the retention of existing trees where practicable; ensures:            (a) retained planting is protected in accordance with <i>AS 4970 2009 - Protection of Trees on Development sites</i>; or            (b) that where significant trees and vegetation cannot practicably be retained, mature vegetation of the same or similar species is provided elsewhere on the development site.</p>	<p><b>AO1 Complies:</b> Where practical, all existing vegetation on the site will be retained. Screening landscaping will consist of local occurring drought hardy species.</p>
<b>Preferred Species</b>		
<p><b>PO2</b>            Landscaping:            (1) predominately uses native species suitable to the location of the development; and            (2) avoids the introduction or spread of weed species and pests.</p>	<p><b>AO2</b>            Development ensures that:            (1) at least 50% of trees are species selected from <b>Planning Scheme Policy 2 - Landscape Design - Part 4 Preferred Landscape Species</b>; and            (2) plants listed in the <i>Biosecurity Act 2014</i> are not used.</p>	<p><b>AO2 Complies:</b> Native and/or locally endemic species that are drought tolerant and low maintenance will be utilised for the landscape buffer.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>Landscaping – where not otherwise specified</b>		
<p><b>PO3</b>            Development, where no specific landscape requirements are stated in this Code, incorporates landscaping designed to:</p> <ul style="list-style-type: none"> <li>(1) enhance and soften the visual and built form attributes of a development;</li> <li>(2) complement the existing design and character of landscaping on adjacent sites;</li> <li>(3) integrate the development with its surroundings; and</li> <li>(4) reflect the landscape character of the locality.</li> </ul>	<p><b>AO3</b>            Development incorporates <i>aesthetic landscaping</i> which meets the standards in <b>Planning Scheme Policy 2 - Landscape Design</b>.</p>	<p><b>AO3 Complies:</b> A landscape screening will be planted around the transport depot area.</p>
<b>Climate Control and Energy Efficiency</b>		
<p><b>PO4</b>            Development provides landscaping that assists in passive solar access, the provision of shade, microclimate management and energy conservation.</p>	<p><b>AO4</b>            Climate control and energy efficiency design meets the standards in <b>Planning Scheme Policy 2 - Landscape Design</b>.</p>	<p><b>AO4 Complies:</b> Climate control and energy efficiency design meets standards in <i>Planning Scheme Policy 2 – Landscape Design</i>.</p>
<b>Protection of Buildings and Infrastructure</b>		
<p><b>PO5</b>            Development ensures that the location and type of planting does not have an adverse effect on building foundations or electricity infrastructure such as overhead and underground utility services.</p>	<p><b>AO5.1</b>            Planting is not undertaken within a public utility easement or within 3 metres of overhead or underground utility services.</p>	<p><b>AO5.1 Complies:</b> The development will ensure planting is not undertaken within a public utility easement or within 3m of overhead or underground utility services.</p>
	<p><b>AO5.2</b>            Plant species will not damage building foundations or overhead and underground utility services.</p>	<p><b>AO5.2 Complies:</b> The development will ensure planted species will not damage building foundations or overhead and underground utility services.</p>
	<p><b>AO5.3</b>            Vegetation used in landscaping adjacent to substations, or adjacent to an electricity easement</p>	<p><b>AO5.3 N/A:</b> The development will not be located adjacent to any substations or electricity easements.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
	uses species which will be less than 4 metres in height at maturity, and will not encroach within 3 metres of a substation boundary.	
<b>Landscape Bonds</b>		
<p><b>PO6</b>            Development ensures the timely and proper performance and maintenance of landscape works.</p>	<p><b>AO6</b>            Development provides a bond equivalent to:            (1) the cost of proposed landscape works; and            (2) maintenance works required until landscape plantings are established.</p> <p><i>Note - A bond may be provided in stages in line with identified stages of development.</i>  <i>Note - Bonding would not generally be required for minor landscaping.</i></p>	<p><b>AO6 N/A:</b> The development will not require bonding.</p>
<b>Aesthetic Landscaping</b>		
<p><b>PO7</b>            Development in the:            (1) Community Facilities Zone;            (2) District Centre Zone;            (3) Industry Zone;            (4) Local Centre Zone;            (5) Major Centre Zone;            (6) Minor Tourism Zone;            (7) Mixed Use Zone (Commercial/Industrial Precinct); and            (8) Township Zone (Where no precinct applies), provide <i>aesthetic landscaping</i> to:            (a) enhance and soften the built form;            (b) enhance the streetscape character;            (c) contribute to attractive streets; and            (d) be consistent with the local character having regard to the zone in which the site is located.</p> <p><i>Note - this outcome does not apply where buildings are not</i></p>	<p><b>AO7</b>            An <i>aesthetic landscape</i> strip is provided being:            (1) a minimum width of:                (a) 2 metres where located in the Industry Zone, Mixed Use Zone (Commercial/Industrial Precinct) or Community Facilities Zone; and                (b) 1 metre where located in any other listed Zone; and            (2) within the site boundaries adjacent to all street and public place boundaries; and            (3) designed and constructed in accordance with <b>Planning Scheme Policy 2 - Landscape Design.</b></p>	<p><b>AO7 N/A:</b></p>



Performance Outcomes	Acceptable Outcomes	Applicant Comments
<i>set back from the street or a public space boundary</i>		
<b>Buffer Landscaping</b>		
<p><b>PO8</b>  <i>Buffer landscaping</i> within the following zones is designed to minimise impacts on land in an adjoining <i>residential zone</i> having regard to visual amenity and privacy:</p> <ul style="list-style-type: none"> <li>(1) Community Facilities Zone;</li> <li>(2) District Centre Zone;</li> <li>(3) Local Centre Zone;</li> <li>(4) Major Centre Zone; and</li> <li>(5) Minor Tourism Zone.</li> </ul>	<p><b>AO8</b>            On all common boundaries with land in a <i>residential zone</i>, development provides:</p> <ul style="list-style-type: none"> <li>(1) <i>buffer landscaping</i> with a minimum width of 2 metres designed and constructed in accordance with <b>Planning Scheme Policy 2 - Landscape Design</b>; or</li> <li>(2) a solid screen fence 1.8m high.</li> </ul> <p><b>Note:</b> In areas of MLES or MSES, fencing or buffer landscaping is designed to be wildlife-friendly.</p>	<p><b>AO8 N/A:</b> The development will not have any common boundaries with land in the residential zone.</p>
<b>Screen Landscaping</b>		
<p><b>PO9</b>  <i>Screen landscaping</i> that screens the development from a <i>residential zone</i>, and maintains visual amenity and privacy, is provided to all development within the following zones:</p> <ul style="list-style-type: none"> <li>(1) Industry Zone;</li> <li>(2) Low Density Residential Zone;</li> <li>(3) Low-Medium Density Residential Zone; and</li> <li>(4) Mixed Use Zone (Commercial/Industrial Precinct).</li> </ul>	<p><b>AO9</b>            On all common boundaries with land in a <i>residential zone</i>, development provides:</p> <ul style="list-style-type: none"> <li>(1) <i>screen landscaping</i> with a minimum width of:               <ul style="list-style-type: none"> <li>(a) 3 metres if located in the Industry Zone or Mixed Use Zone (Commercial/Industrial Precinct); or</li> <li>(b) 2 metres if located in any other listed Zone; or</li> </ul> </li> <li>(2) a solid screen fence 1.8 metres high.</li> </ul> <p><i>Screen landscaping</i> shall be designed and constructed in accordance with <b>Planning Scheme Policy 2 - Landscape Design</b>.</p> <p><b>Note</b> - In areas of MLES or MSES, fencing or buffer landscaping is designed to be wildlife-friendly.</p>	<p><b>AO9 N/A:</b> The development will not have any common boundaries with land in the residential zone.</p>
<b>Street Landscaping</b>		

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p><b>PO10</b>            Development includes street landscaping that enhances the character of the local area and:</p> <ul style="list-style-type: none"> <li>(1) incorporates shade trees;</li> <li>(2) contributes to the continuity, character and form of existing and proposed streetscapes in the locality, including streetscape works;</li> <li>(3) incorporates landscape design (including planting, pavements, furniture, structures, etc.) that reflect and enhance the character of the streetscape;</li> <li>(4) incorporates landscape design that is consistent with and complementary to the natural landscape character of the local area; and</li> <li>(5) minimises risk to the natural environment and damage to infrastructure and built structures.</li> </ul>	<p><b>AO10</b>            Development:</p> <ul style="list-style-type: none"> <li>(1) provides street trees along each road frontage of the site at whichever is the greater of:               <ul style="list-style-type: none"> <li>(a) 1 tree per 10 metres of road frontage; or</li> <li>(b) 1 tree per 400m<sup>2</sup> of site area; and</li> </ul> </li> <li>(2) uses trees selected from <b>Planning Scheme Policy 2 - Landscape Design</b> - Part 4 Preferred Landscape Species; and</li> <li>(3) provides streetscape in accordance with standards in <b>Planning Scheme Policy 2 - Landscape Design</b>.</li> </ul>	<p><b>AO10 N/A</b></p>
<b>Outdoor Storage Areas</b>		
<p><b>PO11</b>            Development ensures outdoor storage and waste storage areas are screened from view from the street and public spaces.</p>	<p><b>AO11</b>            Outdoor storage and waste storage areas are screened from the street or a public space, by way of either:</p> <ul style="list-style-type: none"> <li>(1) 2 metre wide <i>screen landscaping</i> designed and constructed in accordance with <b>Planning Scheme Policy 2 - Landscape Design</b>; or</li> <li>(2) a solid 1.8 metre high screen fence.</li> </ul>	<p><b>AO11 Complies:</b> The development, if required, will screen any outdoor storage and waste storage areas from the street or a public space.</p>
<b>Hardstand Areas</b>		

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p><b>PO12</b>            Development provides <i>buffer landscaping</i> that ensures vehicle parking, public areas and common areas enhance the amenity and safety of the site and mitigate impacts associated with expanses of hardstand area.</p>	<p><b>AO12</b>  <i>Buffer landscaping</i> of vehicle parking, public areas and common areas meets the standards in <b>Planning Scheme Policy 2 - Landscape Design</b>.</p>	<p><b>AO12 Complies:</b> Screen landscaping is proposed between the transport depot and Sandy Creek Road and side property boundaries.</p>
<b>Landscaping for Specific Uses</b>		
<p><b>PO13</b>  <i>Animal keeping</i> provides for:            (1) landscaping:                (a) that enhances and softens the visual and built form attributes of a development; and                (b) integrates the development with its surroundings; and            (2) landscaping that buffers the development and any incompatible uses and provides privacy for <i>sensitive receivers</i>.</p>	<p><b>AO13</b>            Where visible from an adjoining road or sensitive receiver not associated with the development, development provides:            (1) <i>buffer landscaping</i> designed and constructed in accordance with <b>Planning Scheme Policy 2 - Landscape Design</b>; or            (2) a solid 1.8 metre high screen fence.</p>	<p><b>AO13 N/A:</b> The development will not involve the use <i>animal keeping</i>.</p>
<p><b>PO14</b>            A <i>Tourist park, Relocatable home park or a Retirement facility</i> mitigates potential visual impacts of the development by including appropriate screening and separation from the street and <i>sensitive receivers</i>.</p>	<p><b>AO14.1</b>            A solid 1.8 metre high screen fence is provided for the full length of any common property boundary adjoining a <i>sensitive receiver</i>.</p>	<p><b>AO14.1 N/A:</b> The development will not involve the use <i>tourist park, relocatable home park or a Retirement facility</i>.</p>
	<p><b>AO14.2</b>            A 3 metre wide <i>screen landscape</i> is provided to the front, side and rear property boundaries of the site designed and constructed in accordance with <b>Planning Scheme Policy 2 - Landscape Design</b>.</p>	<p><b>AO14.2 N/A:</b> The development will not involve the use <i>tourist park, relocatable home park or a Retirement facility</i>.</p>
	<p><b>AO15.1</b></p>	<p><b>AO15.1 N/A:</b> The development will not</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p><b>PO15</b>            An <i>Extractive industry</i> is screened from roads, public areas and neighbouring properties for the life of the activity, having regard to:</p> <ul style="list-style-type: none"> <li>(1) the characteristics of the site and surrounding area;</li> <li>(2) the resource being extracted; and</li> <li>(3) the landscape character of the locality.</li> </ul>	<p>No existing vegetation is cleared within buffer areas.</p>	<p>involve the use <i>extractive industry</i>.</p>
	<p><b>AO15.2</b>            Shrubs and trees are either retained or planted to:</p> <ul style="list-style-type: none"> <li>(1) screen the activities on the site from any public area; and</li> <li>(2) provide a <i>screen landscape</i> at least 30 metres wide along all boundaries.</li> </ul>	<p><b>AO15.2 N/A:</b> The development will involve the use <i>extractive industry</i>.</p>
	<p><b>AO15.3</b>            Where there is no existing vegetation to form an adequate screen, planted mounds are erected within 10 metres of the property boundary:</p> <ul style="list-style-type: none"> <li>(1) with a maximum slope of 1 in 3; and</li> <li>(2) a minimum height of 1.2 metres such as to impede the line of site from adjoining residences and public places.</li> </ul>	<p><b>AO15.3 N/A:</b> The development will not involve the use <i>extractive industry</i>.</p>
	<p><b>AO15.4</b>            A Landscape Plan, prepared by a <i>suitably qualified person</i>, will be submitted to Council which provides for:</p> <ul style="list-style-type: none"> <li>(1) an overall concept plan for <i>screen landscaping</i>;</li> <li>(2) for <i>screen landscaping</i> to be planted in advance of stages;</li> <li>(3) maintenance of vegetation; and</li> <li>(4) proposed criteria and staging for the submission of the landscape bond for the establishment and maintenance of landscaping.</li> </ul>	<p><b>AO15.4 N/A:</b> The development will not involve the use <i>extractive industry</i>.</p>
	<p><b>AO15.5</b>            Landscaping meets the standards in <b>Planning Scheme Policy 2 - Landscape Design</b>.</p>	<p><b>AO15.5 N/A:</b> The development will not involve the use <i>extractive industry</i>.</p>
<p><b>PO16</b>            A <i>medium density residential activity</i> provides for:</p> <ul style="list-style-type: none"> <li>(1) landscaping:               <ul style="list-style-type: none"> <li>(a) that enhances and softens the visual and built form attributes of a</li> </ul> </li> </ul>	<p><b>AO16</b>            A development:</p> <ul style="list-style-type: none"> <li>(1) provides <i>aesthetic landscaping</i> in accordance with <b>Planning Scheme Policy 2 - Landscape Design</b>; and</li> <li>(2) provides a landscaped area within the front setback,</li> </ul>	<p><b>AO16 N/A:</b> The development will not involve the use <i>medium density residential activity</i>.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p>development; and            (b) integrates the development with its surroundings;            (2) landscaping that screens the development from incompatible uses and provides privacy for sensitive receivers;            (3) landscaping that ensures vehicle parking, public areas and common areas enhance the amenity of the site and mitigate impacts associated with expanses of hardstand area.</p>	<p>which comprises a minimum of 70% soft landscaping.</p>	
<p><b>PO17</b>            Large scale structures associated with:            (1) <i>Intensive animal industry</i> (not being a poultry farm);            (2) <i>Intensive horticulture</i>;            (3) <i>Renewable energy facility</i>;            (4) <i>Wholesale nursery</i>; and            do not present an appearance of bulk to a <i>residential zone, sensitive land uses</i>, roads or public places adjacent to the development through <i>buffer landscaping</i>, design or distance.</p>	<p><b>AO17</b>            Development:            (1) provides <i>buffer landscaping</i> where the development is visible from a <i>residential zone</i>, existing <i>sensitive receivers</i>, roads or public places; and            (2) ensures that landscaping is designed and constructed in accordance with <b>Planning Scheme Policy 2 - Landscape Design</b>.</p>	<p><b>AO17 N/A:</b> The development will not involve the use <i>Intensive animal industry, Intensive horticulture, Renewable energy facility or Wholesale nursery activity</i>.</p>

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

- (1) where differing standards apply, the higher standard and greater width of landscaping applies;
- (2) landscaping can be combined to achieve multiple outcomes, e.g. a car park buffer can also provide aesthetic landscaping where designed appropriately

**6.9. SRRC Planning Scheme – Parking and Access Code**

Table 14: Criteria for Accepted Development and Assessable Development – Table 9.4.5.3.1 from Scenic Rim Planning Scheme

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>Parking Provision Rates</b>		
<p><b>PO1</b>            Development provides for sufficient vehicle and service vehicle parking on site to satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to the particular circumstances of the premises including the:            (1) nature, intensity and hours of operation of the use; and            (2) the existing and expected future traffic conditions in the surrounding area.</p>	<p><b>AO1</b>            Development provides the number of vehicle and service vehicle parking spaces on site identified in <b>Table 9.4.5.3.3 - Car and Service Vehicle Parking</b>.</p> <p><i>Note - Car parking for people with disabilities must be addressed in accordance with the provisions of the National Construction Code, Volume 1, Part D3.5 Accessible Carparking.</i></p>	<p><b>AO1 Complies:</b> The development will provide the number of vehicles and service vehicle parking spaces on site to satisfy the expected demand.</p>
<b>Vehicle Access and Manoeuvring</b>		
<p><b>PO2</b>            Vehicle parking areas are designed to:            (1) provide for safe and efficient vehicle movements throughout the site;            (2) minimise conflict between vehicles and pedestrians; and            (3) provide for safe and efficient ingress and egress points.</p>	<p><b>AO2</b>            All vehicles are able to enter and exit the site in a forward direction.</p>	<p><b>AO2 Complies:</b> The development will be designed and sited so that all vehicles are able to enter and exit the site in a forward direction. The development will be access via an existing property access and a proposed secondary access as outlined in section 4.6</p>

Table 15: Criteria for Assessable Development – Table 9.4.5.3.2 from Scenic Rim Planning Scheme

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>Car Park Design and Layout</b>		
<p><b>PO1</b> Vehicle parking areas are located and designed to:</p> <ul style="list-style-type: none"> <li>(1) provide for safe and efficient movement of vehicles and pedestrians throughout the site;</li> <li>(2) minimise conflict between vehicles and pedestrians;</li> <li>(3) clearly delineate safe pedestrian movement;</li> <li>(4) provide for safe and efficient ingress and egress points;</li> <li>(5) provide for safety and security of users and pedestrians;</li> <li>(6) incorporate on-site landscaping; and</li> <li>(7) minimise the impact of vehicle parking on adjacent uses.</li> </ul>	<p><b>AO1.1</b> Each car space provided has a minimum width of 2.4 metres and a minimum length of 5.4 metres.</p>	<p><b>AO1.1 Complies:</b> Each car space will meet the minimum requirements.</p>
	<p><b>AO1.2</b> Each parking bay provided for a <i>heavy vehicle</i> has the minimum dimensions specified below:</p> <ul style="list-style-type: none"> <li>(1) Articulated vehicle (AV): minimum width of 3.5 metres and a minimum length of 17.5 metres;</li> <li>(2) Heavy rigid vehicle (HRV): minimum width of 3.5 metres and a minimum length of 11 metres; and</li> <li>(3) Small rigid vehicle (SRV): minimum width of 3.5 metres and a minimum length of 6.7 metres.</li> </ul>	<p><b>AO1.2 Complies:</b> Each parking bay for heavy vehicles will meet the minimum requirements.</p>
	<p><b>AO1.3</b> All internal car park aisles have a minimum width of 6.2 metres.</p>	<p><b>AO1.3 Complies:</b> All internal car park aisles will meet the minimum requirements.</p>
	<p><b>AO1.4</b> All vehicles are able to enter and exit the site in a forward direction.</p>	<p><b>AO1.4 Complies:</b> All vehicles will be able to enter and leave in a forward gear.</p>
	<p><b>AO1.5</b> Carpark and internal road pavements are constructed:</p> <ul style="list-style-type: none"> <li>(1) in the Rural and Rural Residential Zones, to at least 100mm of gravel pavement with cross drainage; or</li> <li>(2) in any other zone: <ul style="list-style-type: none"> <li>(a) to at least 100mm of gravel pavement with a bitumen or asphaltic seal and cross drainage; or</li> <li>(b) of concrete.</li> </ul> </li> </ul>	<p><b>AO1.5 Complies:</b> Carpark and internal road pavements will be constructed to an unsealed gravel pavement standard suitable for the use.</p>
<b>Driveway Access</b>		

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>PO2</b> Vehicle access to a development: (1) responds to the needs of the use having regard to volume, frequency and type of vehicle generation; (2) provides for the safety of drivers and pedestrians; (3) provides unimpeded access for emergency and essential service vehicles; and (4) does not impact on the efficiency or safety of the external road network.	<b>A02.1</b> Driveway access is designed and constructed in accordance with the standards in <b>Planning Scheme Policy 1: Infrastructure Design</b> .	<b>A02.1 Complies:</b> The proposed secondary access will be designed and constructed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design.
	<b>AND</b>  <b>A02.2</b> The minimum driveway access dimensions for a <i>heavy vehicle</i> complies with <i>Table 3.1, Section 3 of AS2890.1:2004 Parking Facilities - Part 1: Off-street Car Parking</i> .	<b>AND</b>  <b>A02.2 Complies:</b> Two site access will be provided, sized to cater for the largest anticipated vehicle entering and leaving the site.  Refer to section 4.6 and the proposal plans.
<b>PO3</b> The parking spaces are designed to be: (1) useable by the occupants and visitors including disabled persons; (2) easily accessible from the building; (3) located to encourage off-street parking; (4) located and designed to maintain or improve the character of the surrounding area; and (5) located within the development site.	<b>A03.1</b> Entry and exit points to the car park are clearly signposted.	<b>A03.1 Complies:</b> Entry and exit points will be clearly signposted.
	<b>A03.2</b> All parking spaces are freely available for use by a development's employees and visitors during the business hours of the use.	<b>A03.2 Complies:</b> Employee and visitor carparking will be provided adjacent to the machinery shed.
	<b>A03.3</b> Above ground or multi-level parking areas are designed, articulated and use finishes of a quality equal to or better than adjoining development.	<b>A03.3 N/A:</b> The development does not involve and above ground or multi-level parking areas.
<b>PO4</b> The parking area provides: (1) clearly marked parking spaces of adequate dimensions; (2) adequate manoeuvring area for parking spaces; (3) a clear, safe, and effective circulation system; and	<b>A04.1</b> The parking area is designed in accordance with <i>AS2890.1:2004 - Parking Facilities – Part 1: Off-street Car Parking</i> .	<b>A04.1 Complies:</b> The parking area will be generally designed in accordance with AS2890.1 and provide site/use appropriate delineation.
	<b>A04.2</b> Small car parking is:	<b>A04.2 N/A:</b> The development will not include any small car parking.



Performance Outcomes	Acceptable Outcomes	Applicant Comments							
(4) sufficient queuing area for vehicles entering or leaving the site.	(1) limited to a maximum of 10% of the total spaces provided; (2) physically separated from standard sized spaces; and (3) signposted as small car parking.								
	<b>AO4.3</b> The layout of the parking area assists in controlling traffic circulation and parking movements, and in limiting vehicle speeds.	<b>AO4.3 Complies:</b> Refer to proposal plans.							
	<b>AO4.4</b> Parking, turning movements or intersection aisles are not located in a queuing area.	<b>AO4.4 Complies:</b> Refer to proposal plans.							
	<b>AO4.5</b> Queuing spaces are provided in accordance with the table below.	<b>AO4.5 Complies:</b> Refer to proposal plans.							
	<table border="1"> <thead> <tr> <th>Static capacity of car park</th> <th>Queue spaces</th> </tr> </thead> <tbody> <tr> <td>1 to 60 spaces</td> <td>2</td> </tr> <tr> <td>61 to 100 spaces</td> <td>3</td> </tr> <tr> <td>Greater than 100 spaces</td> <td>As per table 3.3, AS 2890.1</td> </tr> </tbody> </table>	Static capacity of car park	Queue spaces	1 to 60 spaces	2	61 to 100 spaces	3	Greater than 100 spaces	As per table 3.3, AS 2890.1
Static capacity of car park	Queue spaces								
1 to 60 spaces	2								
61 to 100 spaces	3								
Greater than 100 spaces	As per table 3.3, AS 2890.1								
	<b>AO4.6</b> Development, which is located on a minor road, provides one queuing space with a minimum length of 6 metres measured from the property boundary.	<b>AO4.6 N/A:</b> Development will not be located on a minor road.							
<b>PO5</b> Parking areas are constructed to a standard: (1) suitable for the vehicles and frequency of use associated with development;	<b>AO5</b> The standard of constructed surfaces, including parking areas, internal roads and driveway accesses: (1) reflects the type of vehicles associated with the use; (2) reflects the frequency of use;	<b>AO5 Complies:</b> Refer to proposal plans.							

Performance Outcomes	Acceptable Outcomes	Applicant Comments
and (2) that does not to cause environment nuisance.	(3) reflects the nature of the development; and (4) minimises noise and dust impacts on adjacent <i>sensitive land uses</i> .	
<b>PO6</b> Safe and segregated pedestrian paths are provided within the parking area that provide access to the use.	<b>AO6</b> No acceptable outcome is prescribed.	<b>PO6 Complies:</b> Refer to proposal plans.
<b>PO7</b> A bus pick up and set down area is provided on site where the development involves: (1) a <i>Community use</i> ; or (2) an <i>Educational establishment</i> ; or (3) a <i>Hospital</i> ; or (4) a <i>Major sport, recreation and entertainment facility</i> ; or (5) a <i>Short term accommodation or Hotel</i> with more than 20 units or rooms; or (6) a major <i>Residential care facility</i> ; or (7) a <i>Shopping centre</i> with a GFA in excess of 5,000m <sup>2</sup> .	<b>AO7</b> A bus pick up and set down area is provided that allows: (1) a bus to manoeuvre in accordance with Austroads Standards for a long rigid bus; (2) passengers to safely board and alight from the bus; and (3) buses to avoid obstructing access for circulating traffic within the site or on the street.	<b>AO7 N/A:</b> The development will not have a bus pick up and set down area.
<b>PO8</b> A car pick up and set down area is provided on site where the development involves: (1) a <i>Cemetery or Crematorium</i> ; or (2) a <i>Child care centre</i> ; or (3) a <i>Community use</i> ; or (4) an <i>Educational establishment</i> ; or (5) a <i>Hospital</i> ; or (6) a <i>Major sport, recreation and entertainment facility</i> ; or	<b>AO8</b> A car pick up and set down area is provided within the site that allows: (1) several cars at one time to manoeuvre in accordance with Austroads standards; (2) passengers to safely board and alight from the vehicle; and (3) cars to avoid obstructing access for circulating traffic within the site.	<b>AO8 N/A:</b> The development will not have a car pick up and set down area.

Performance Outcomes	Acceptable Outcomes	Applicant Comments
(7) a licensed <i>Club</i> or <i>Hotel</i> ; or (8) a <i>Place of worship</i> ; or (9) a <i>Shopping centre</i> with a gross floor area in excess of 5,000m <sup>2</sup> .		
<b>Service Vehicle Provision</b>		
<b>PO9</b> Development provides for the loading, unloading, manoeuvring, and access by service vehicles on-site in a manner that: (1) is sufficient for the service vehicles to gain ready access to loading or unloading facilities associated with the uses on site; (2) is safe and efficient; (3) does not impede vehicular and pedestrian circulation within or external to the site; and (4) does not detract from the amenity of the locality and in particular adjoining properties.	<b>AO9.1</b> Service vehicle parking is provided in accordance with <b>Table 9.4.5.3.3 - Car and Service Vehicle Parking</b> .	<b>AO9.1 Complies:</b> The development will provide for service vehicle parking.
	<b>AO9.2</b> Service areas and driveway accesses are provided in accordance with the provisions of <i>AS2890.2 2002 – Parking Facilities – Off-street Commercial Vehicle Facilities</i> .	<b>AO9.2 Complies:</b> The development will provide for service vehicle parking.
	<b>AO9.3</b> Service vehicle loading and unloading areas are screened from view from adjacent incompatible uses.	<b>AO9.3 Complies:</b> The transport depot area will include suitable screening landscaping.
<b>PO10</b> Refuse collection vehicles are able to readily access on-site refuse storage facilities.	<b>AO10.1</b> Access, pavement design and manoeuvring areas for an on-site refuse storage facility to enable access by a refuse collection vehicle are provided in accordance with <i>Austrroads standards, HB72 Design Vehicles and Turning Path Templates</i> .	<b>AO10.1 Complies:</b> The development will include an access, pavement design and manoeuvring areas for an on site refuse storage facility to enable access by a refuse collection vehicle in accordance with applicable standards and requirements.
	<b>AO10.2</b> Extra pavement depth is provided on the route the refuse collection vehicle will take through the car park.	<b>AO10.2 Complies:</b> The development, if required, will provide extra pavement depth on the route the refuse collection vehicle will take through the car park.
<b>Parking for Motorcycles</b>		
<b>PO11</b> Development provides parking spaces for	<b>AO11</b> Parking spaces for motorcycles are provided in	<b>AO11 N/A</b>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
motorcycles in a manner sufficient to meet user needs.	accordance with <i>Section 2.4.7 of AS2890.1:2004 Parking Facilities - Part 1: Off-Street Car Parking.</i>	
<b>Parking for Bicycles</b>		
<b>PO12</b> Development provides for bicycle parking and end-of-trip facilities in an adequate manner to meet user needs where the development involves: (1) a <i>Community use</i> ; or (2) a Sport, leisure or entertainment centre; or (3) a library or other public building; or (4) an <i>Educational establishment</i> ; or (5) a <i>Hospital or Health care service</i> ; or (6) a major park or recreation area; or (7) a <i>Shopping centre</i> .	<b>AO12.1</b> Bicycle parking is provided in accordance with <i>AS2890.3:2015 - Parking Facilities - Bicycle Parking.</i>	<b>AO12.1 N/A:</b> The development will not provide bicycle parking.
	<b>AO12.2</b> Development provides for long term bicycle parking space together with the following end-of-trip facilities: (1) 1 locker per 2 bicycle parking spaces; and (2) 1 shower cubicle and change room per 10 bicycle parking spaces.	<b>AO12.2 N/A:</b> The development will not provide bicycle parking.
	<b>AO12.3</b> Short-term, bicycle parking areas are located within 15 metres of the main entry to the building or facility they serve.	<b>AO12.3 N/A:</b> The development will not provide bicycle parking.
<b>Lighting</b>		
<b>PO13</b> Development provides lighting for safety and security in and around parking areas.	<b>AO13.1</b> Lighting is appropriately placed to avoid shadows and glare which might put pedestrians or vehicles at risk, including shielding lighting sources at eye level.	<b>AO13.1 N/A:</b> The development will not provide lighting for parking areas.
	<b>AO13.2</b> Night lighting is controlled by photoelectric cells rather than time switches.	<b>AO13.2 N/A:</b> The development will not provide lighting for parking areas.
	<b>AO13.3</b> Areas not intended for night use are closed off from public access.	<b>AO13.3 N/A:</b> The development will not provide lighting for parking areas.

Performance Outcomes	Acceptable Outcomes	Applicant Comments
	<b>AO13.4</b> Light spillage onto adjoining land and roadways is avoided and illumination levels outside the boundary of the site do not exceed 8 lux when measured 1.5 metres outside the boundary of the site at any level upwards from the ground.	<b>AO13.4 N/A:</b> The development will not provide lighting for parking areas.
	<b>AO13.5</b> Lighting within parking structures complies with <i>AS/NZS 1680.1:2006 – Interior and Workplace Lighting - General Principles and Recommendations</i> .	<b>AO13.5 N/A:</b> The development will not provide lighting for parking areas.
<b>PO14</b> Outdoor public spaces and car parking areas, which are used after dark, are appropriately and consistently lit to reduce the contrast between shadows and illuminated areas.	<b>AO14.1</b> Areas intended for night-time use (including principal pedestrian and bicycle movement routes, car park walkways and public spaces) are lit in accordance with <i>AS/NZS 1158 - Lighting for Roads and Public Spaces</i> .	<b>AO14.1 N/A:</b> The development will not include any areas intended for night-time use.
	<b>AO14.2</b> Areas that are heavily used by pedestrians, including main entries, walkways, and toilets are well lit to 50-110 lux.	<b>AO14.2 N/A:</b> The development will not include any areas heavily used by pedestrians.
<b>Public Safety</b>		

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<p><b>PO15</b>            Development enhances the public safety of a parking area by ensuring that a parking area:            (1) optimises informal surveillance and controls inappropriate access;            (2) is well-lit to enable surveillance of all of the parking area and driveway accesses;            (3) is well-signed and provided with emergency facilities; and            (4) incorporates features which control vehicle speeds.</p>	<p><b>AO15.1</b>            A parking area:            (1) is located where it can be monitored by passers-by and occupants of the development; and            (2) with more than 100 spaces, is supervised during operating hours to provide surveillance and manage emergencies.</p>	<p><b>AO15.1 N/A:</b> The development will not include a public parking area.</p>
	<p><b>AO15.2</b>            A parking area is well lit, with vandal-proof lighting, to enable visibility of all parts of the parking area.</p>	<p><b>AO15.2 N/A:</b> The development will not include a public parking area.</p>
	<p><b>AO15.3</b>            A parking area promotes public safety through open design and prevention of concealment areas.</p>	<p><b>AO15.3 N/A:</b> The development will not include a public parking area.</p>
	<p><b>AO15.4</b>            A parking area is provided with signage identifying exits, destinations, and the location of emergency facilities including fire extinguishers, telephones, or emergency buttons.</p>	<p><b>AO15.4 N/A:</b> The development will not include a public parking area.</p>
	<p><b>AO15.5</b>            Speed humps are designed in accordance with <i>AS2890.1:2004 - Parking Facilities - Part 1: Off-street Car Parking</i> and in a manner that reduces vehicle speeds, avoids damage to vehicles, and enables the bumps to be easily seen by both drivers and pedestrians.</p>	<p><b>AO15.5 N/A:</b> The development will not include a public parking area.</p>
<b>Parking Structures</b>		
<p><b>PO16</b></p>	<p><b>AO16.1</b></p>	<p><b>AO16.1 N/A:</b> The development will not</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
Parking structures have adequate clearance from walls, columns, roofs, and other obstructions, to facilitate ease and safety of use.	Parking structures comply with <i>AS2890.1:2004 - Parking Facilities - Part 1: Off-street Car Parking</i> .	include any parking structures.
	<b>AO16.2</b> Development does not incorporate tandem or stacked parking.	<b>AO16.2 N/A:</b> The development will not incorporate tandem or stacked parking.
<b>PO17</b> Parking structures are designed to minimise the visual impact of the structure on the streetscape and adjacent uses.	<b>AO17.1</b> Parking structures complement the visual amenity of the streetscape in terms of building bulk, height, materials, colours, and façade articulation.	<b>AO17.1 N/A:</b> The development will not include any parking structures.
	<b>AO17.2</b> Where structures adjoin residential uses the shadows cast by the structure, and the nature of the facade does not detrimentally impact on the residential use.	<b>AO17.2 N/A:</b> The development will not include any parking structures.
	<b>AO17.3</b> Development provides that parking structures are an integral part of the building they serve.	<b>AO17.3 N/A:</b> The development will not include any parking structures.
	<b>AO17.4</b> Development provides that a free-standing, parking area building is compatible with other nearby buildings.	<b>AO17.4 N/A:</b> The development will not include any parking structures.
	<b>AO17.5</b> Development provides that where a parking area façade fronts directly on to a commercial or retail street, the street level incorporates retail or commercial uses in a manner that contributes to a pedestrian environment.	<b>AO17.5 N/A:</b> The development will not include any parking structures.
<b>Parcel Pick Up and Trolley Bay Areas</b>		
<b>PO18</b> Parcel pick up areas:	<b>AO18</b> No acceptable outcome is prescribed.	<b>PO18 N/A:</b> The development will not include any parcel pick up areas.

Performance Outcomes	Acceptable Outcomes	Applicant Comments
(1) do not interrupt the flow of vehicles in circulation driveways; and (2) enable pedestrians to move freely and safely around vehicles in the pick-up area without being put at risk by traffic.		
<b>PO19</b> Development provides for trolley bays in parking areas associated with retail development to enable the orderly storage of shopping trolleys.	<b>AO19</b> Trolley bays are provided in accordance with <i>AS2890.1:2004 - Parking Facilities - Part 1: Off-street Car Parking</i> .	<b>PO19 N/A:</b> The development will not include any trolley bay areas.
<b>Signage</b>		
<b>PO20</b> Development provides for signage within parking areas to: (1) direct and inform drivers entering and circulating within parking areas about vehicle entry points, exits, and the location of parking for disabled persons; (2) warn against hazards to safety or potential damage to vehicles; (3) identify rows of parking to enable users to locate their vehicles; (4) direct users to lifts, stairs, amenities, exits and other destinations; and (5) inform users about security measures.	<b>AO20.1</b> Signage is provided in accordance with: (1) <i>AS2890.1:2004 Parking Facilities - Part 1: Off-street Car Parking</i> ; and (2) <i>AS 1742: Manual of Uniform Traffic Control Devices</i> .	<b>AO20.1 N/A:</b> Development does not involve public parking
	<b>AO20.2</b> Signage intended for night use is illuminated.	<b>AO20.2 N/A:</b> The development will not require any signage intended for night use.
	<b>AO20.3</b> Parking spaces are clearly marked and their location clearly signed to identify parking for site occupants, visitors, disabled persons, motorcyclists and cyclists.	<b>AO20.3 Complies:</b> The development will include clearly marked parking spaces.
<b>Landscaping</b>		
<b>PO21</b> Development provides for landscaping in parking areas to:	<b>AO21.1</b> Development provides for landscaping throughout parking areas, which:	<b>AO21.1 N/A:</b> The development will not provide landscaping within parking areas.



Performance Outcomes	Acceptable Outcomes	Applicant Comments
(1) enhance the amenity of the site; (2) reduce the heat reflection, glare and the harsh visual effect of large expanses of concrete or asphalt; (3) provide shade for vehicles and pedestrian walkways; (4) separate and define different use areas in the parking area; (5) reduce light spill-over; and (6) separate incompatible uses.	(1) incorporates shade trees at the rate of one shade tree for every fourth car space; (2) provides a minimum 1.2 metres square planting area for each shade tree; (3) incorporates ground covers around the base of each shade tree; and (4) uses shade tree species that are robust, provide an appropriate canopy, and do not create a nuisance from fruit or sap.	
	<b>AO21.2</b> <i>A buffer landscaped strip 3 metres in width along all street frontages to the parking area is provided, and a 2 metre screen landscape is provided along all boundaries with residential or other sensitive land uses.</i>	<b>AO21.2 Complies:</b> The development will provide screening landscaping.
	<b>AO21.3</b> Development protects landscaping areas from vehicular traffic by barrier kerb, bollards, or similar devices.	<b>AO21.3 Complies:</b> Landscaping will be located with adequate separation to parking areas.
Parking Area Usage		
<b>PO22</b> All parking areas are operated solely for the use of the tenants, customers and employees of the development.	<b>AO22</b> The parking area is to be used solely by the users of the development site on which it is located and no parking spaces are to be used by, leased to, or sold to other persons.	<b>AO22 Complies:</b> The development will have a parking area that will be solely used by users of the development site. No parking spaces will be used, leased to or sold to other persons.

**6.10.SRRC Planning Scheme – Caretakers Accommodation**

Table 9.3.3.3.1— Criteria for Accepted and Assessable Development

Performance Outcomes	Acceptable Outcomes	Applicant Comments
Scale		
<p><b>PO1</b>            A <i>Caretaker's accommodation</i> is of a height that is:</p> <ul style="list-style-type: none"> <li>(1) consistent with the surrounding area;</li> <li>(2) protects the amenity of adjoining premises and the streetscape; and</li> <li>(3) ensures the privacy between adjoining residential dwellings.</li> </ul>	<p><b>AO1</b>            Building height does not exceed 2 storeys with a maximum height of 8.5m.</p>	<p><b>AO1 Complies: Complies:</b> The proposed caretaker's accommodation is one storey and will not exceed 8.5m in height. It will be located away from adjoining residential dwellings.</p>
<p><b>PO2</b>            A <i>Caretaker's accommodation</i> is provided to fulfil a genuine need for a caretaker on the subject site.</p>	<p><b>AO2</b>            The <i>Caretaker's accommodation</i> is occupied by a person or persons having responsibility for the security, maintenance or management of non-residential activities conducted on the same site and, if applicable, that person's immediate family.</p>	<p><b>AO2.1 Complies:</b> The caretaker's accommodation is to be occupied by the persons responsible for the security, maintenance or management of the proposed transport depot.</p>
<p><b>PO3</b>            The <i>Caretaker's accommodation</i> is small scale, ancillary and subordinate to the non-residential use on the same site.</p>	<p><b>AO3.1</b>            Only one <i>Caretaker's accommodation</i> is established on the site.</p>	<p><b>AO3.1 Complies:</b> Only one caretaker's accommodation is to be established on site.</p>
	<p><b>AO3.2</b>            The <i>Caretaker's accommodation</i> has a gross floor area not exceeding 100m<sup>2</sup>.</p>	<p><b>AO3.2 Complies:</b> The caretaker's accommodation has a GFA of 73.50m<sup>2</sup>.</p>
	<p><b>AO3.3</b>            The <i>Caretaker's accommodation</i> is located on the same lot as the primary use to which it is ancillary and subordinate to.</p>	<p><b>AO3.3 Complies:</b> The caretaker's accommodation is sited on Lot 1 RP32191, the same allotment as the transport depot.</p>
	<p><b>AO3.4</b>            The <i>Caretaker's accommodation</i> is the only</p>	<p><b>AO3.4 Alternative:</b> A primary residence is to be located on the site. The existing animal</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
	dwelling established on the site.	husbandry and cropping use is to be maintained and the primary residence supports this use. The caretaker's accommodation is to support the transport depot use. The lot is large in size and can accommodate a second dwelling.
<b>Amenity</b>		
<p><b>PO4</b></p> <p>The design of the <i>Caretaker's accommodation</i> achieves an acceptable level of residential amenity for residents of the <i>Caretaker's accommodation</i>.</p>	<p><b>AO4</b></p> <p>Bedrooms and living rooms of the <i>Caretaker's accommodation</i> do not adjoin, and face away from, noise generating activities conducted on the site or adjoining sites.</p>	<p><b>AO4 Complies:</b> The proposed caretakers' accommodation is located away from the immediate operation area of the transport depot and has a westerly aspect.</p>
<p><b>PO5</b></p> <p>The <i>Caretaker's accommodation</i> is provided with private open space that is useable, adequately screened from the primary activities on the site, and directly accessible from the <i>Caretaker's accommodation</i>.</p>	<p><b>AO5.1</b></p> <p>The <i>Caretaker's accommodation</i> contains an area of private open space which is directly accessible from a habitable room, and:</p> <ul style="list-style-type: none"> <li>(1) if at ground level, has an area of not less than 25m<sup>2</sup>, with a minimum width of 5 metres; or</li> <li>(2) if a balcony, verandah or deck, has an area of not less than 15m<sup>2</sup>, with a minimum width of 2.5 metres.</li> </ul>	<p><b>AO5.1 Complies:</b> The proposed caretakers' accommodation has private open space accessible from a habitable room. Refer to floor plan and site plans.</p>
	<p><b>AO5.2</b></p> <p>Private open space:</p> <ul style="list-style-type: none"> <li>(1) is sited and orientated so that other buildings on the site do not directly overlook the private open space; or</li> <li>(2) where directly viewable from another building, is screened by:             <ul style="list-style-type: none"> <li>(a) a minimum 1.8 metre high solid screen fence for private open space provided at ground level;</li> <li>(b) roof form or lightweight screening devices for private open space located above the ground level.</li> </ul> </li> </ul>	<p><b>AO5.2 Complies:</b> The proposed caretakers' accommodation has private open space located away from other buildings on the site Refer to floor plan and site plans.</p>

Performance Outcomes	Acceptable Outcomes	Applicant Comments
<b>Facilities and Services</b>		
<b>PO6</b> Sufficient vehicle parking is provided for the <i>Caretaker's accommodation</i> .	<b>AO6</b> A minimum of one car park is provided for the <i>Caretaker's accommodation</i> .	<b>AO6 Complies:</b> Adequate undercover parking will be provided onsite for the caretaker's accommodation.
<b>PO7</b> Where reticulated water supply is unavailable, the <i>Caretaker's accommodation</i> is provided with sufficient on-site water supply to meet the needs of the user.	<b>AO7</b> Where a reticulated water supply is unavailable, the <i>Caretaker's accommodation</i> is connected to on-site water supply with a storage capacity of at least 45000L.	<b>AO7 Complies:</b> The proposed caretaker's accommodation will be connected to on-site water storage tanks of minimum capacity of 45,000L.

## **7. Conclusion**

This report addresses the merits of the proposed development with regard to the provisions of the Bromelton State Development Area (BSDA) Development Scheme (2017) and the SRRC Planning Scheme 2022. The dwelling house, shed, transport depot and caretakers' accommodation are considered an appropriate addition to the subject land. The planning report and supporting documentation demonstrate that the proposed development does not compromise the ability to locate and/or operate industry on surrounding properties or precincts that could have adverse impacts.

The nature of the proposed development is considered appropriate for the site given the established use of the site and the BSDA intended uses for the Transition and Special Industry Precinct. The proposal also concurs with the BSDA Development Scheme's general requirements and overall objectives. The proposed development, particularly the transport depot use is considered a support industry to the surrounding established industries including quarries and animal by-product processing and is therefore positioned within a practical distance to reduce travel times and potential traffic impacts.

The proposed development, by enhancing the existing use and introducing a new consistent use within the locality, will further promote and support economic development within the SDA and Scenic Rim and ensure continued operation of an existing local business.

The development achieves compliance with the relevant BSDA Development Scheme requirements – both general requirements and specific intent of the Transition and Special Industry Precincts.

Having regard to the details and circumstances outlined in the report, the Coordinator General is requested to provide its support to this proposal and issue the necessary approval in accordance with the BSDA Development Scheme, subject to reasonable and relevant conditions.

**Appendix A) Drawing List**

Sheet Number	Sheet Title	Revision
01	Cover Sheet	2
02	General Notes	2
03	Staging Plan	2
04	Overall Site Layout Plan	2
05	Detailed Layout Plan – Stage 1	2
06	Detailed Layout Plan – Stage 2	2
07	Property Access Detail	
08	Bulk Earthworks Plan – Stage 1	2
09	Sections	2
10	Landscape Plan	2
11	Stormwater Management Plan	2
12	Erosion and Sediment Control – Notes	2
13	Erosion and Sediment Control – Details	2
14	Erosion and Sediment Control – Plan	2
15	Surrounding Precincts Plan	2

## **Appendix B) Concept Plans and Elevations**

### **B.1 House Plans**

# Fontaine 60

Sophisticated Acreage Living



 4 |  3 |  5 |  2

## Sophisticated Acreage Living

The Fontaine is the embodiment of contemporary farmhouse living, emanating tranquility and timeless sophistication that evokes a sense of repose and relaxation. Featuring bespoke detailing throughout a myriad of generous living areas, expansive outdoor spaces and a lavish master suite, this home offers warmth and beauty without a hint of pretension.

## Features

- Signature inclusions
- 4 bedroom single storey home
- 3 floor plans to choose from
- 1 facades to choose from

\*Photographs on this web page may depict fixtures, finishes & features not supplied by Metricon such as landscaping and swimming pools. Accordingly any prices on our website don't include the supply of any of those items. Also, where our homes come in different floor plan sizes then the facades shown are generally based on the largest floor plan for that home, hence the façade may not be an accurate representation of all floorplan sizes. Accordingly the facades are a representation only and may include upgrades. For detailed home pricing and façade information, please speak to a New Home Advisor.



# FONTAINE 60

🛏️ 4 | 🚿 3 | 🚿 5 | 🚗 2

fits  
**41.5m**  
block width\*



## Home area

Total area	557.67m <sup>2</sup>
House area	375.36m <sup>2</sup>
Garage	56.04m <sup>2</sup>
Outdoor room	89.66m <sup>2</sup>
Portico	20.95m <sup>2</sup>

## Ground floor

Double garage	6.13 x 6.51m
Outdoor Room 1	59 x 6.47m
Porch	5.27 x 1.32m
Sitting	4.33 x 5.41m
Family	7.39 x 7.52m
Leisure	3.2 x 4.87m
Retreat	3.49 x 3.38m
Home theatre	4.68 x 4.54m
Master suite	4.81 x 5.55m
Bedroom 2	3.91 x 4.54m
Bedroom 3	3.66 x 3.58m
Bedroom 4	4.18 x 3.75m
Workshop	2.99 x 3.82m

## Other design options

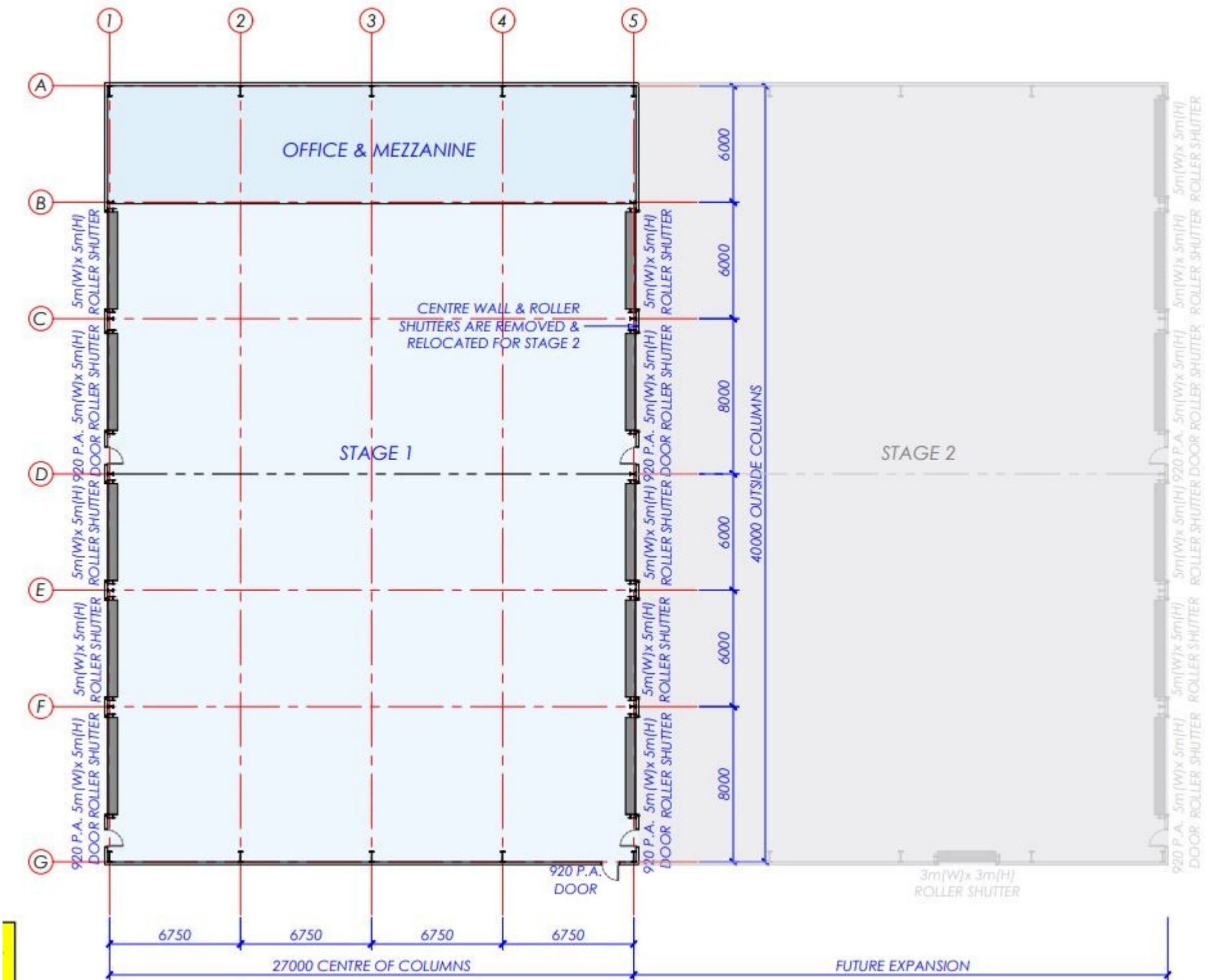
At Metricon, we understand that crafting a home to perfectly suit your lifestyle is important. We have a variety of home designs and floorplan options for you to choose from.

Speak to your New Home Advisor today.

\*Subject to orientation and fall of land and developer and council guidelines. Traditional floorplan shown.



**B.2 Shed Plans**



6750 6750 6750 6750

27000 CENTRE OF COLUMNS

FUTURE EXPANSION

OFFICE & MEZZANINE

STAGE 1

STAGE 2

CENTRE WALL & ROLLER SHUTTERS ARE REMOVED & RELOCATED FOR STAGE 2

5m(W)x 5m(H)  
ROLLER SHUTTER

5m(W)x 5m(H)  
ROLLER SHUTTER

920 P.A. DOOR

5m(W)x 5m(H)  
ROLLER SHUTTER

5m(W)x 5m(H)  
ROLLER SHUTTER

920 P.A. DOOR

5m(W)x 5m(H)  
ROLLER SHUTTER

5m(W)x 5m(H)  
ROLLER SHUTTER

920 P.A. DOOR

5m(W)x 5m(H)  
ROLLER SHUTTER

5m(W)x 5m(H)  
ROLLER SHUTTER

920 P.A. DOOR

5m(W)x 5m(H)  
ROLLER SHUTTER

5m(W)x 5m(H)  
ROLLER SHUTTER

5m(W)x 5m(H)  
ROLLER SHUTTER

920 P.A. DOOR

5m(W)x 5m(H)  
ROLLER SHUTTER

5m(W)x 5m(H)  
ROLLER SHUTTER

920 P.A. DOOR

5m(W)x 5m(H)  
ROLLER SHUTTER

3m(W)x 3m(H)  
ROLLER SHUTTER

40000 OUTSIDE COLUMNS

6000

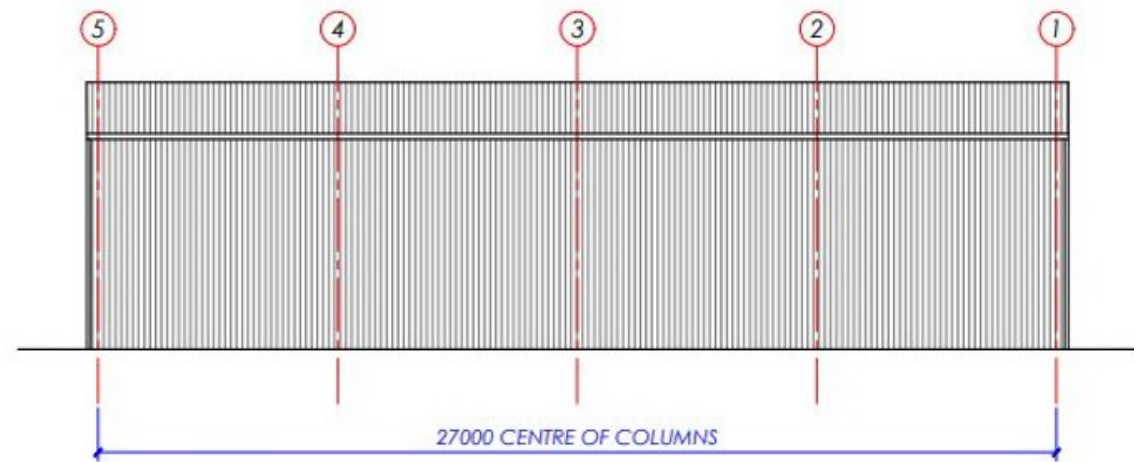
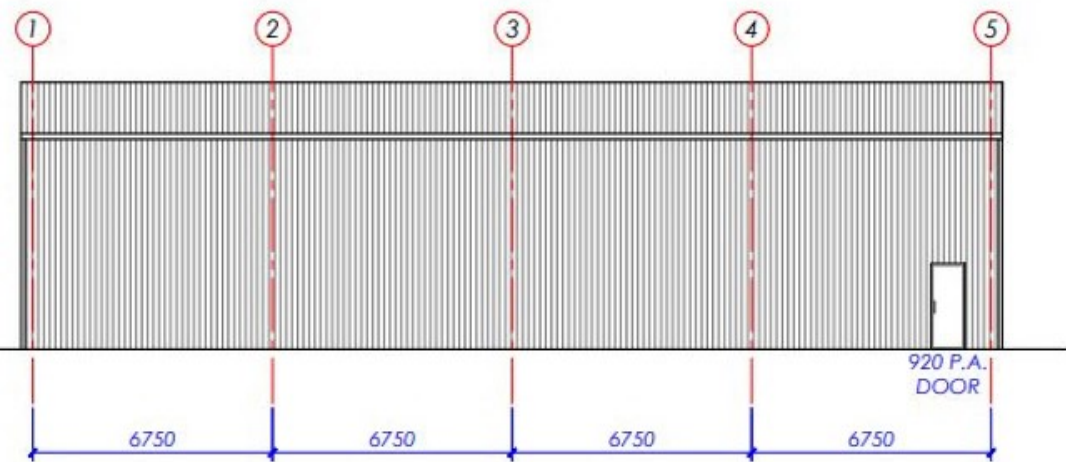
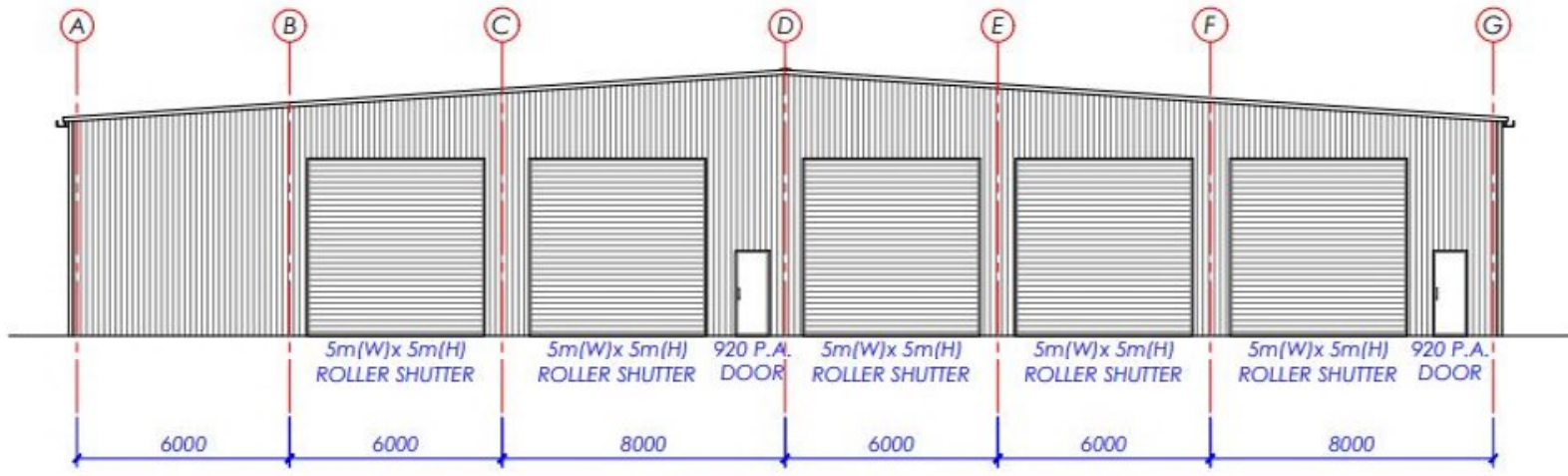
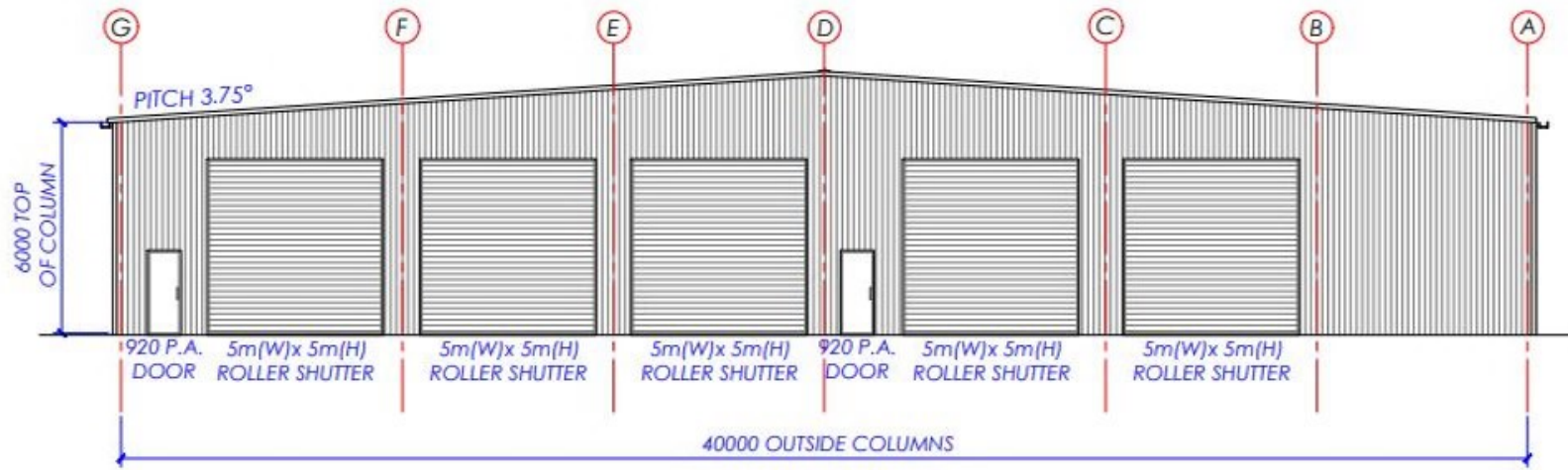
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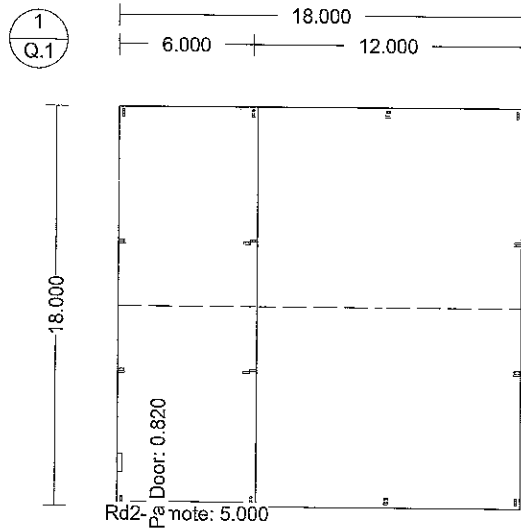
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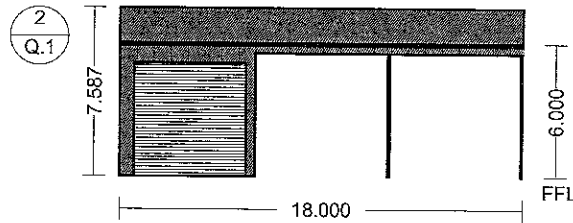
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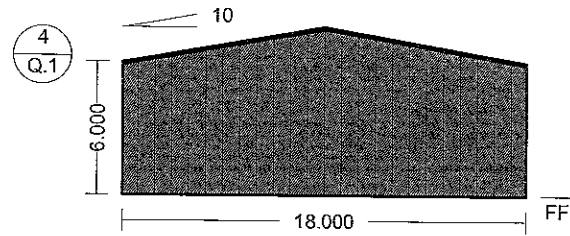
**B.3 Stable Plans**



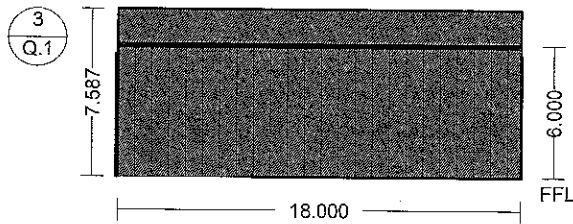
PLAN



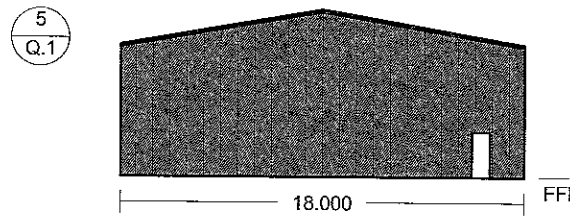
Left Elevation



Front Elevation



Right Elevation



Rear Elevation



CLIENT	
Portal Frame Gable Roof-Open Industrial Design Vdes=49 m/s (Reg-B) 18.000 x 18.000 x 6.000	
At: 585 Sandy creek road Josephville 4285	
For: Matt	
Approved by:	Date:

DRAWING		
QP1	Ref: 31121311590445	NTS
ARCHITECTURAL DRAWINGS		

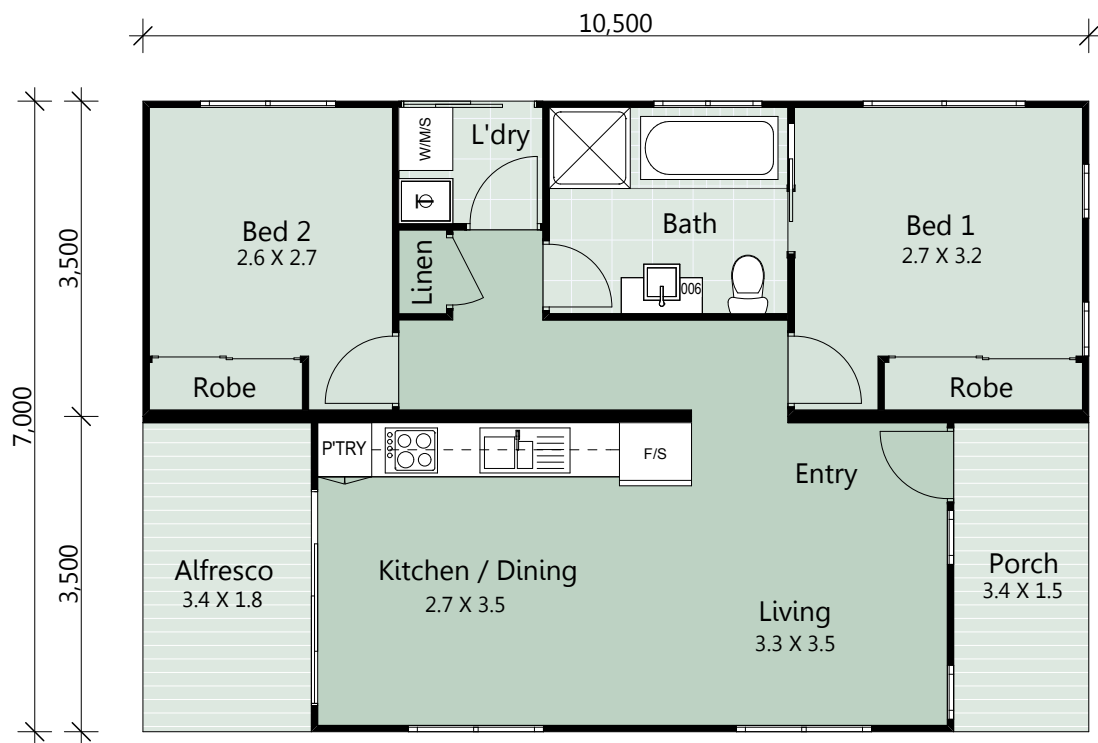
**B.4 Caretakers Accommodation Plans**



# Bribie

## Area

House:	61.94 sqm
Porch:	5.15 sqm
Alfresco:	6.41 sqm
Total:	73.50 sqm



### EASTCOAST HOMES & PARK CABINS

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 QLD 4223

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Plot Date: 8/11/2012 Drawn By: MB