

Submission on Draft Planning and Design Code – Phase 2 – Rural Areas

PDC page no.	Heading or Section	Comments	Submission														
PART 2 – ZONES AND SUB-ZONES																	
Business Neighbourhood Zone																	
18	Table 2 – Deemed-to-Satisfy Development	Advertisement generally (including a free-standing advertisement) should be included as a Deemed-to-Satisfy class of development where appropriate DTS criteria are satisfied.	In the first item of the first row of Table 2, “Advertisement attached to a building or structure”, delete the words “attached to a building or structure”.														
43	Table 3 – Performance Assessed Development	<p>Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop.</p> <p>Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.</p>	<p>Include the following new item as a specified Class of Development in Table 3:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #002060; color: white;"> <th rowspan="2" style="text-align: left;">Class of Development</th> <th colspan="4" style="text-align: left;">Applicable Policies</th> </tr> <tr style="background-color: #002060; color: white;"> <th style="text-align: left;">Zone</th> <th style="text-align: left;">General Development Policies</th> <th style="text-align: left;">Subzone <small>(applies only in the area affected by the Subzone)</small></th> <th style="text-align: left;">Overlay <small>(applies only in the area affected by the Overlay)</small></th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Retail fuel outlet</td> <td style="text-align: left;">[as for Shop]</td> <td style="text-align: left;">[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]</td> <td style="text-align: left;">None</td> <td style="text-align: left;">[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone <small>(applies only in the area affected by the Subzone)</small>	Overlay <small>(applies only in the area affected by the Overlay)</small>	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]
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50	Assessment Provisions – Desired Outcome (DO) – DO1	<p>The Desired Outcome should contemplate non-residential land uses which serve the needs of residents for convenient access to goods and services during daytime and night-time hours.</p> <p>“Low impact” is not objective enough as a requirement for non-residential land uses. The requirement should be that the non-residential land uses have no materially adverse amenity impact.</p>	<p>Amend DO 1 as follows:</p> <p>DO1 A low rise medium density environment accommodating a variety of housing and accommodation types co-existing with a mix of low impact employment-generating land uses, <u>including land uses which serve the needs of residents for convenient access to goods and services during daytime and night-time hours, and which have no materially adverse amenity impact.</u></p>														
50	Assessment Provisions – Land Use and Intensity – PO 1.1	<p>The Performance Outcome should contemplate non-residential land uses which serve the needs of residents for convenient access to goods and services during daytime and night-time hours.</p> <p>“Low impact” is not objective enough as a requirement for non-residential land uses. The requirement should be that the non-residential land uses have no materially adverse amenity impact.</p>	<p>Amend PO 1.1 as follows:</p> <p>PO 1.1 Shops, office, consulting room and other low impact non-residential uses <u>which have no materially adverse amenity impact, including land uses which serve the needs of residents for convenient access to goods and services during daytime and night-time hours,</u> supported by a variety of compact, medium density housing and accommodation types.</p>														
51	Assessment Provisions – Land Use and Intensity – PO 1.2	The concept of “small scale” business does not allow for any objective certainty as to whether the physical size, nature of land use or the amenity impacts of the business are to be assessed. All of these	Amend PO 1.2 as follows:														

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		factors are adequately addressed elsewhere in the Zone and the Code generally and the reference to “scale” should be omitted. Additionally, development should be able to enhance the prevailing neighbourhood character, or respond to emerging changes in that character.	PO 1.2 Small-scale Business and commercial land uses complement <u>or enhance</u> the prevailing neighbourhood character <u>or respond appropriately to emerging changes in that character.</u>														
53	Assessment Provisions – Advertisements – PO 5.1	The limitations in DTS/DPF 5.1 on the height and display face of freestanding advertisements are not consistent with existing standards of signage in business precincts.	Amend DTS/DPF 5.1 as follows: DTS/DPF 5.1 Freestanding advertisements: <ul style="list-style-type: none"> (a) do not exceed 6m<u>9m</u> in height above natural ground level; and (b) do not have a face that exceeds 4m² <u>13.5m²</u> per side. 														
Caravan and Tourist Park Zone																	
66	Table 2 – Deemed-to-Satisfy Development Classification	Retail fuel outlet should be included specifically as a Deemed-to-Satisfy Class of Development in Table 2, subject generally to the same Deemed-to-Satisfy Development Classification Criteria as relate to use of land for a Shop. Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Include the following new item as a specified Class of Development in Table 2: <table border="1" data-bbox="1507 871 2745 1354"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Deemed-to-Satisfy Development Classification Criteria</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Deemed-to-Satisfy Development Classification Criteria				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1	None	[as for Shop]
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Employment Zone																	
183	Table 3 – Applicable Policies for Performance-Assessed Development – Class of Development Retail fuel outlet	Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	In Table 3, for the Class of Development Retail fuel outlet, delete the following item from the column General Development Policies: Interface Between land Uses [Hours of Operation]: PO 2.1														
197	Advertisements – DTS/DPF 7.1	The limitations in DTS/DPF 7.1 on the height and display face of freestanding advertisements are not consistent with existing standards of signage in employment precincts.	Amend DTS/DPF 7.1 as follows: DTS/DPF 7.1 Freestanding advertisements: <ul style="list-style-type: none"> (a) do not exceed 6m<u>9m</u> in height; and (b) do not have a face that exceeds 8m² <u>13.5m²</u> per side. 														

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General Neighbourhood Zone																	
241	Table 3 – Performance Assessed Development	<p>Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop.</p> <p>Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.</p>	<p>Include the following new item as a specified Class of Development in Table 3:</p> <table border="1"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]
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246	Assessment Provisions – Land Use and Intensity – DTS/DPF 1.1	Recognising the role that Retail fuel outlets currently and in future will play in conveniently meeting the day-to-day retail needs of residential neighbourhoods, this land use should (like Shop) be specified as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														
Greenfield Suburban Neighbourhood Zone																	
272	Table 3 – Performance Assessed Development	<p>Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop.</p> <p>Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.</p>	<p>Include the following new item as a specified Class of Development in Table 3:</p> <table border="1"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]
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Home Industry Zone																	
319	Table 3 – Performance Assessed Development	Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop. Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Include the following new item as a specified Class of Development in Table 3: <table border="1" data-bbox="1507 625 2745 1102"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]
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330	Assessment Provisions – Land Use and Intensity – DTS/DPF 1.1	Recognising the role that Retail fuel outlets currently and in future will play in conveniently meeting the day-to-day retail needs of residential neighbourhoods, this land use should be specified as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														
Housing Diversity Neighbourhood Zone																	
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Infrastructure (Airfield) Zone																	
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419	Assessment Provisions – Land Use – DTS/DPF 1.1	Retail fuel outlets have a high potential to complement aviation services and activities and the needs of their workers and customers and should be included as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														
Infrastructure (Ferry and Marina Facilities) Zone																	
433	Table 3 – Performance Assessed Development	Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop. Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Include the following new item as a specified Class of Development in Table 3: <table border="1"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item:</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item:	None	[as for Shop]
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440	Assessment Provisions – Land Use and Intensity – DTS/DPF 1.2	Retail fuel outlets have a high potential complement to complement marine and ferry services and activities and the needs of their workers and customers and should be included as a desired form of development within the Zone.	Amend DTS/DPF 1.2 to include the following new land use: <u>Retail fuel outlet</u>														
Motorsport Park Zone A separate submission is being provided in relation to the provisions of this Zone.																	
Residential Park Zone																	
588	Assessment Provisions – Land Use and Intensity – DTS/DPF 1.1	Recognising the role that Retail fuel outlets currently and in future will play in conveniently meeting the day-to-day retail needs of residential areas, this land use should (like Shop) be specified as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														
588	Assessment Provisions – Land Use and Intensity – PO 1.2	The potential for a permanent Retail fuel outlet to be established to serve the needs of residential park residents should be recognised.	Amend PO 1.2 to include the following new land use: <u>(e) Retail fuel outlet</u>														
Residential Neighbourhood Zone																	
608	Table 3 – Performance Assessed Development	Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, in recognition of the role that this land use currently and in future will play in conveniently meeting the day-to-day retail needs of residential areas.	Include the following new item as a specified Class of Development in Table 3: <table border="1" data-bbox="1507 1283 2745 1545"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as appropriate]</td> <td>[as appropriate]</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as appropriate]	[as appropriate]	None	[as for Shop]
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683	Table 2 – Deemed-to-Satisfy Development Classification	<p>Like Shop, Retail fuel outlet should be included specifically as a Deemed-to-Satisfy Class of Development in Table 2, subject generally to satisfaction of the same DTS criteria as apply to Shop.</p> <p>Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.</p>	<p>Include the following new item as a specified Class of Development in Table 2:</p> <table border="1"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Deemed-to-Satisfy Development Classification Criteria</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Deemed-to-Satisfy Development Classification Criteria				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]
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707	Assessment Provisions – Land Use – DTS/DPF 1.1	Retail fuel outlets have the potential to serve both local communities and highway users in appropriate rural locations, and should therefore be included as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														
Rural Horticulture Zone																	
745	Table 2 – Deemed-to-Satisfy Development Classification	As for comment in relation to page 683 under Rural Zone, above.	As for submission in relation to page 683 under Rural Zone, above.														

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764 (and 793)	Table 3 – Performance Assessed Development	As for comment in relation to page 700 under Rural Zone, above.	As for submission in relation to page 700 under Rural Zone, above.														
804	Assessment Provisions – Land Use – DTS/DPF 1.1	As for comment in relation to page 707 under Rural Zone, above.	As for submission in relation to page 707 under Rural Zone, above.														
Rural Living Zone																	
863	Table 2 – Deemed-to-Satisfy Development Classification	As for comment in relation to page 683 under Rural Zone, above.	As for submission in relation to page 683 under Rural Zone, above.														
872	Table 3 – Performance Assessed Development	As for comment in relation to page 700 under Rural Zone, above.	As for submission in relation to page 700 under Rural Zone, above.														
Rural Settlement Zone																	
906	Table 3 – Performance Assessed Development	<p>Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop.</p> <p>Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.</p>	<p>Include the following new item as a specified Class of Development in Table 3:</p> <table border="1"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1	None	[as for Shop]
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Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1	None	[as for Shop]													
Suburban Employment Zone																	
928	Table 3 – Applicable Policies for Performance-Assessed Development – Class of Development Retail fuel outlet	Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	<p>In Table 3, for the Class of Development Retail fuel outlet, delete the following item from the column General Development Policies:</p> <p>Interface Between land Uses [Hours of Operation]: PO 2.1</p>														
941	Advertisements – DTS/DPF 6.1	The limitations in DTS/DPF 6.1 on the height and display face of freestanding advertisements are not consistent with existing standards of signage in employment precincts.	<p>Amend DTS/DPF 6.1 as follows:</p> <p>DTS/DPF 6.1 Freestanding advertisements:</p> <ul style="list-style-type: none"> (a) do not exceed 4m<u>9m</u> in height above natural ground level; and (b) do not have a face that exceeds 3m<u>13.5m</u> per side. 														

PDC page no.	Heading or Section	Comments	Submission														
Suburban Activity Centre Zone																	
979	Table 3 – Applicable Policies for Performance-Assessed Development – Class of Development Retail fuel outlet	Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	In Table 3, for the Class of Development Retail fuel outlet, delete the following item from the column General Development Policies: Interface Between Land Uses [Hours of Operation]: PO 2.1														
988	Assessment Provisions – Desired Outcome (DO) – DO1	The reference to “neighbourhood scale” facilities is not sufficiently objective. Other provisions within the Assessment Provisions adequately deal with the visual and other amenity impacts of proposed development on its locality.	In DO1, delete the following words: neighbourhood scale														
991	Advertisements – DTS/DPF 5.1	The limitations in DTS/DPF 5.1 on the height and display face of freestanding advertisements are not consistent with existing standards of signage in employment precincts.	Amend DTS/DPF 5.1 as follows: DTS/DPF 5.1 Freestanding advertisements: (a) do not exceed 8m 9m in height; and (b) do not have a face that exceeds 6m² 13.5m ² per side.														
Suburban Business and Innovation Zone																	
1017	Table 3 – Performance Assessed Development	Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop. Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Include the following new item as a specified Class of Development in Table 3: <table border="1" data-bbox="1507 1066 2745 1549"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between Land Uses [Hours of Operation]: PO 2.1]</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between Land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]
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1025	Assessment Provisions – Land Use and Intensity – DTS/DPF 1.1	Retail fuel outlet should (like Shop) be specified as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														
1025	Assessment Provisions – Land Use and Intensity – PO 1.2	The reference to the scale of development is not sufficiently objective. Other provisions within the Assessment Provisions adequately deal with the visual and other amenity impacts of proposed development on its locality.	In PO 1.2, delete the following words: of a scale														

PDC page no.	Heading or Section	Comments	Submission														
1028	Advertisements – DTS/DPF 5.1	The limitations in DTS/DPF 5.1 on the height and display face of freestanding advertisements are not consistent with existing standards of signage in business precincts.	Amend DTS/DPF 5.1 as follows: DTS/DPF 5.1 Freestanding advertisements: (a) do not exceed 6m <u>9m</u> in height; and (b) do not have a face that exceeds 4m² <u>13.5m²</u> per side.														
Suburban Main Street Zone																	
1045	Table 3 – Performance Assessed Development	Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop. Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Include the following new item as a specified Class of Development in Table 3: <table border="1"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]
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1048	Assessment Provisions – Land Use and Intensity – DTS/DPF 1.1	Retail fuel outlet should (like Shop) be specified as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														
Suburban Neighbourhood Zone																	
1092	Table 3 – Performance Assessed Development	Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop. Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Include the following new item as a specified Class of Development in Table 3: <table border="1"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]
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1096	Assessment Provisions – Land Use and Intensity – DTS/DPF 1.1	Retail fuel outlet should (like Shop) be specified as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														
Township Zone																	
1152	Table 3 – Performance Assessed Development	Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop. Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Include the following new item as a specified Class of Development in Table 3: <table border="1" data-bbox="1507 596 2745 1073"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]
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Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]													
1160	Assessment Provisions – Land Use and Intensity – PO 1.2	The reference to the scale of development is not sufficiently objective. Other provisions within the Assessment Provisions adequately deal with the visual and other amenity impacts of proposed development on its locality.	In PO 1.2, delete the following words: <u>Small-scale</u>														
Township Main Street Zone																	
1179	Table 3 – Performance Assessed Development	Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop. Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Include the following new item as a specified Class of Development in Table 3: <table border="1" data-bbox="1507 1402 2745 1839"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1]	None	[as for Shop]
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1182	Assessment Provisions – Land Use and Intensity – DTS/DPF 1.1	Retail fuel outlet should (like Shop) be specified as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														
Township Activity Centre Zone																	
1246	Table 3 – Applicable Policies for Performance-Assessed Development – Class of Development Retail fuel outlet	Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	In Table 3, for the Class of Development Retail fuel outlet, delete the following item from the column General Development Policies: Interface Between land Uses [Hours of Operation]: PO 2.1														
1259	Advertisements – DTS/DPF 5.1	The limitation in DTS/DPF 5.1 on the display face of freestanding advertisements is not consistent with existing standards of signage in activity centre precincts.	Amend DTS/DPF 5.1 as follows: DTS/DPF 5.1 Freestanding advertisements: (a) do not exceed 8m in height; and (b) do not have a face that exceeds 6m² <u>12m²</u> per side.														
Tourism Development Zone																	
1292	Table 3 – Performance Assessed Development	Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop. Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Include the following new item as a specified Class of Development in Table 3: <table border="1" data-bbox="1507 1037 2745 1514"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1	None	[as for Shop]
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Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between land Uses [Hours of Operation]: PO 2.1	None	[as for Shop]													
1302	Assessment Provisions – Land Use and Intensity – DTS/DPF 1.1	Retail fuel outlet should (like Shop) be specified as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														

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Urban Activity Centre Zone																	
1337	Table 3 – Applicable Policies for Performance-Assessed Development – Class of Development Retail fuel outlet	Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	In Table 3, for the Class of Development Retail fuel outlet, delete the following item from the column General Development Policies: Interface Between Land Uses [Hours of Operation]: PO 2.1														
1347	Advertisements – DTS/DPF 5.1	The limitation in DTS/DPF 5.1 on the display face of freestanding advertisements is not consistent with existing standards of signage in activity centre precincts.	Amend DTS/DPF 5.1 as follows: DTS/DPF 5.1 Freestanding advertisements: (a) do not exceed 10m in height; and (b) do not have a face that exceeds 8m² <u>15m²</u> per side.														
Urban Renewal Neighbourhood Zone																	
1396	Table 3 – Performance Assessed Development	Retail fuel outlet should be included specifically as a Performance Assessed Class of Development in Table 3, subject generally to the same Applicable Policies as relate to use of land for a Shop. Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Include the following new item as a specified Class of Development in Table 3: <table border="1" data-bbox="1507 905 2745 1381"> <thead> <tr> <th rowspan="2">Class of Development</th> <th colspan="4">Applicable Policies</th> </tr> <tr> <th>Zone</th> <th>General Development Policies</th> <th>Subzone (applies only in the area affected by the Subzone)</th> <th>Overlay (applies only in the area affected by the Overlay)</th> </tr> </thead> <tbody> <tr> <td>Retail fuel outlet</td> <td>[as for Shop]</td> <td>[as for Shop, but delete the following item: Interface Between Land Uses [Hours of Operation]: PO 2.1</td> <td>None</td> <td>[as for Shop]</td> </tr> </tbody> </table>	Class of Development	Applicable Policies				Zone	General Development Policies	Subzone (applies only in the area affected by the Subzone)	Overlay (applies only in the area affected by the Overlay)	Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between Land Uses [Hours of Operation]: PO 2.1	None	[as for Shop]
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Retail fuel outlet	[as for Shop]	[as for Shop, but delete the following item: Interface Between Land Uses [Hours of Operation]: PO 2.1	None	[as for Shop]													
1408	Assessment Provisions – Land Use and Intensity – DTS/DPF 1.1	Retail fuel outlet should (like Shop) be specified as a desired form of development within the Zone.	Amend DTS/DPF 1.1 to include the following new land use: <u>Retail fuel outlet</u>														
PART 3 – OVERLAYS																	
Key Outback and Rural Route Overlay																	
1491	Access – Safe Entry and Exit (Traffic Flow) – DTS/DPF 1.1	The fact that a proposed development does not provide exclusively for left-turn-only entry and exit movements should not preclude the development from being classified as a deemed-to-satisfy development, if right-turn entry and exit movements can safely be provided.	Amend sub-paragraph a(i) of DTS/DPF 1.1 as follows: (i) entry and exit movements are left turn only <u>or, if not left turn only, have been designed by a qualified and experienced traffic engineer to operate in a safe and convenient manner and in accordance with Australian Standards and/or AustRoads guidelines, as applicable.</u>														

PDC page no.	Heading or Section	Comments	Submission
1491	Access – On-Site Queuing – PO 2.1	While vehicle queuing should ideally be accommodated on site in usual circumstances, it should be acknowledged that there will be occasions which cannot reasonably be anticipated in which there may be off-site impacts.	Amend PO 2.1 as follows: Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all <u>reasonably anticipated</u> vehicle queues are contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and safe vehicle movement.
1492	Access – Existing Access Points	The fact that an existing access point will service development that will result in an increase in traffic volume should not preclude the development from being classified as a deemed-to-satisfy form of development, as long as it is confirmed to meet, or has been amended to meet, applicable Australian Standards.	Amend DTS/DPF 3.1 by including additional paragraph (c) as follows: <u>(c) will service development that will result in an increase in traffic using the existing access point, or a larger class of vehicle expected to access the site using the existing access, and the ability of the access point to operate in a safe and convenient manner in accordance with Australian Standards and/or AustRoads guidelines, as applicable, is confirmed by a qualified and experienced traffic engineer (including any modifications required for the purpose of such operation).</u>
1492	Access – Location (Spacing) – PO 4.1	“Widely spaced” is not an objective standard for access spacing.	Amend PO 4.1 as follows: PO 4.1 New access points are widely <u>appropriately</u> spaced apart from any existing access point or public road junction to not impede traffic flow and ensure safe and efficient road operating conditions.
1492	Access – Location (Spacing) – DTS/DPF 4.1	The codifying of access spacing and sight distance requirements within the Code is not considered necessary as those requirements are outlined in the AustRoads Guide to Road Design. Standards can change over time and by including the requirements in the Code, it is unlikely they will remain current and in accordance with emerging changes to road design best practice. The nominated spacing requirements will not be practical in most instances when considering access proximity from other accesses, particularly in the lower speed ranges.	Amend DTS/DPF 4.1 as follows: DTS/DPF 4.1 Where access from an alternative road at least 25m from the Key Outback and Rural Route is not available, a new access point is: a. not located on a section affected by double barrier lines between either edge of the access point; and b. at least the following distance from a public road junction or railway, or terminating/merging lane or another access point: i. 110 km/h road – 325m ii. 100 km/h road – 280m iii. 90 km/h road – 240m iv. 80 km/h road – 200m v. 70 km/h road – 165m vi. 60 km/h road – 135m; and vii. 50 km/h or less road – 105m. b. <u>located in accordance with the requirements and guidance provided in the AustRoads Guide to Road Design, the AustRoads Guide to Traffic Management and relevant Australian Standards.</u>
1492	Access – Location (Sight Lines) – DTS/DPF 5.1	As above.	Amend DTS/DPF 5.1 as follows: Drivers approaching or exiting a new access point have an unobstructed line of sight to or from the new access point in accordance with the <u>sight distance requirements provided within the AustRoads Guide to Road Design.</u> following distances: i. 110 km/h road – 325m ii. 100 km/h road – 280m iii. 90 km/h road – 240m iv. 80 km/h road – 200m v. 70 km/h road – 165m vi. 60 km/h road – 135m; and vii. 50 km/h or less road – 105m.

PDC page no.	Heading or Section	Comments	Submission
Major Urban Transport Routes Overlay			
1501	Access – Safe Entry and Exit (Traffic Flow) – DTS/DPF 1.1	The fact that a proposed development does not provide exclusively for left-turn-only entry and exit movements should not preclude the development from being classified as a deemed-to-satisfy development, if right-turn entry and exit movements can safely be provided.	Amend sub-paragraph a(i) of DTS/DPF 1.1 as follows: (ii) entry and exit movements are left turn only <u>or, if not left turn only, have been designed by a qualified and experienced traffic engineer to operate in a safe and convenient manner and in accordance with Australian Standards and/or AustRoads guidelines, as applicable.</u>
1501	Access – Safe Entry and Exit (Traffic Flow) – DTS/DPF 1.1	The deemed-to-satisfy requirement in sub-paragraph b(iii)B for an access point width of at least 12 metres for a vehicle of up to 8.8 metres in length is excessive. In addition, it does not specify the required width in case of access by a vehicle of greater than 8.8 metres in length.	Amend sub-paragraph b(iii)B of DTS/DPF 1.1 as follows: C. where vehicles up to 8.8m <u>exceeding 6.4m</u> in length are expected to access the site, the access point has a width of between 12m and 16m (measured at the site boundary) <u>at the site boundary which is sufficient to accommodate access by all such vehicles in a safe and convenient manner and in accordance with Australian Standards and/or AustRoads guidelines, as applicable.</u>
1501	Access – On-Site Queuing – PO 2.1	While vehicle queuing should ideally be accommodated on site in usual circumstances, it should be acknowledged that there will be occasions which cannot reasonably be anticipated in which there may be off-site impacts.	Amend PO 2.1 as follows: Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all <u>reasonably anticipated</u> vehicle queues are contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and safe vehicle movement.
1502	Access – On-Site Queuing – DTS/DPF 2.1	The fact that an access point will service development that will generate more than 60 vehicle movements per day should not preclude the development from being classified as a deemed-to-satisfy form of development, as long as it has been designed to allow for access in accordance with applicable Australian Standards.	Amend DTS/DPF 2.1 by including additional paragraph (c) as follows: <u>(c) will service development that will generate 60 more vehicle movements per day, and internal driveways, intersections, car parking spaces, car park aisles and any other internal obstructions have been designed by a qualified and experienced traffic engineer to operate in a safe and convenient manner and in accordance with Australian Standards and/or AustRoads guidelines, as applicable.</u>
1502	Access – Existing Access Points	The fact that an existing access point will service development that will result in an increase in traffic volume should not preclude the development from being classified as a deemed-to-satisfy form of development, as long as it is confirmed to meet, or has been amended to meet, applicable Australian Standards.	Amend DTS/DPF 3.1 by including additional paragraph (c) as follows: <u>(c) will service development that will result in an increase in traffic using the existing access point, or a larger class of vehicle expected to access the site using the existing access, and the ability of the access point to operate in a safe and convenient manner in accordance with Australian Standards and/or AustRoads guidelines, as applicable, is confirmed by a qualified and experienced traffic engineer (including any modifications required for the purpose of such operation).</u>
1502	Access – Location (Spacing) – PO 4.1	“Widely spaced” is not an objective standard for access spacing.	Amend PO 4.1 as follows: PO 4.1 New access points are widely <u>appropriately</u> spaced apart from any existing access point or public road junction to not impede traffic flow and ensure safe and efficient road operating conditions.
1502	Access – Location (Spacing) – DTS/DPF 4.1	The codifying of access spacing and sight distance requirements within the Code is not considered necessary as those requirements are outlined in the AustRoads Guide to Road Design. Standards can change over time and by including the requirements in the Code, it is unlikely they will remain current and in accordance with emerging changes to road design best practice.	Amend DTS/DPF 4.1 as follows: DTS/DPF 4.1 Where access from an alternative local road at least 25m from the Major Urban Route is not available, and the access is not located on a Controlled Access Road, a new access point is: (a) not located on a section affected by double barrier lines between either edge of the access point; and (b) at least the following distance from a public road junction or railway, or terminating/merging lane or another access point:

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		The nominated spacing requirements will not be practical in most instances when considering access proximity from other accesses, particularly in the lower speed ranges.	<p>A. 110 km/h road – 325m B. 100 km/h road – 280m C. 90 km/h road – 240m D. 80 km/h road – 200m E. 70 km/h road – 165m F. 60 km/h road – 135m; and G. 50 km/h or less road – 105m.</p> <p>(c) at least the following distance from another private (non-public road) access point:</p> <p>A. 110 km/h road – 190m B. 100 km/h road – 165m C. 90 km/h road – 140m D. 80 km/h road – 110m E. 70 km/h road – 90m F. 60 km/h road – 70m; and G. 50 km/h or less road – 50m.</p> <p>(b) <u>located in accordance with the requirements and guidance provided in the AustRoads Guide to Road Design, the AustRoads Guide to Traffic Management and relevant Australian Standards.</u></p>
1503	Access – Location (Sight Lines) – DTS/DPF 5.1	As above.	<p>Amend DTS/DPF 5.1 as follows:</p> <p>Drivers approaching or exiting a new access point have an unobstructed line of sight to or from the new access point in accordance with the <u>sight distance requirements provided within the AustRoads Guide to Road Design.</u> following distances:</p> <p>i. 110 km/h road – 325m ii. 100 km/h road – 280m iii. 90 km/h road – 240m iv. 80 km/h road – 200m v. 70 km/h road – 165m vi. 60 km/h road – 135m; and vii. 50 km/h or less road – 105m.</p>
1504	Corner Cut-Offs – DTS/DPF 10.1	The automatic application of a 4.5 metre by 4.5 metre corner cut-off to corner sites within the overlay is not justified or appropriate.	Delete DTS/DPF 10.1.
Urban Transport Routes Overlay			
1566	Access – Safe Entry and Exit (Traffic Flow) – DTS/DPF 1.1	The deemed-to-satisfy requirement in sub-paragraph b(iii)C for an access point width of at least 16 metres for a vehicle of up to 12.5 metres in length is excessive. In addition, it does not specify the required width in case of access by a vehicle of greater than 12.5 metres in length.	<p>Amend sub-paragraph b(iii)C of DTS/DPF 1.1 as follows:</p> <p>C. <u>where vehicles up to 12.5m exceeding 8.8m in length are expected to access the site, the access point has a width of between 16m and 22m (measured at the site boundary) at the site boundary which is sufficient to accommodate access by all such vehicles in a safe and convenient manner and in accordance with Australian Standards and/or AustRoads guidelines, as applicable.</u></p>
1567	Access – On-Site Queuing – PO 2.1	While vehicle queuing should ideally be accommodated on site in usual circumstances, it should be acknowledged that there will be occasions which cannot reasonably be anticipated in which there may be off-site impacts.	<p>Amend PO 2.1 as follows:</p> <p>Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all <u>reasonably anticipated</u> vehicle queues are contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and safe vehicle movement.</p>

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1567	Access – On-Site Queuing – DTS/DPF 2.1	The fact that an access point will service development that will generate more than 60 vehicle movements per day should not preclude the development from being classified as a deemed-to-satisfy form of development, as long as it has been designed to allow for access in accordance with applicable Australian Standards.	Amend DTS/DPF 2.1 by including additional paragraph (c) as follows: <u>(c) will service development that will generate 60 more vehicle movements per day, and internal driveways, intersections, car parking spaces, car park aisles and any other internal obstructions have been designed by a qualified and experienced traffic engineer to operate in a safe and convenient manner and in accordance with Australian Standards and/or AustRoads guidelines, as applicable.</u>
1567	Access – Existing Access Point – DTS/DPF 3.1	The fact that an existing access point will service development that will result in an increase in traffic volume should not preclude the development from being classified as a deemed-to-satisfy form of development, as long as it is confirmed to meet, or has been amended to meet, applicable Australian Standards.	Amend DTS/DPF 3.1 by including additional paragraph (c) as follows: <u>(c) will service development that will result in an increase in traffic using the existing access point, or a larger class of vehicle expected to access the site using the existing access, and the ability of the access point to operate in a safe and convenient manner and in accordance with Australian Standards and/or AustRoads guidelines, as applicable, is confirmed by a qualified and experienced traffic engineer (including any modifications required for the purpose of such operation).</u>
1567	Access – Location (Spacing) – PO 4.1	“Widely spaced” is not an objective standard for access spacing.	Amend PO 4.1 as follows: PO 4.1 New access points are widely <u>appropriately</u> spaced apart from any existing access point or public road junction to not impede traffic flow and ensure safe and efficient road operating conditions.
1567	Access – Location (Spacing) – DTS/DPF 4.1	The codifying of access spacing and sight distance requirements within the Code is not considered necessary as those requirements are outlined in the AustRoads Guide to Road Design. Standards can change over time and by including the requirements in the Code, it is unlikely they will remain current and in accordance with emerging changes to road design best practice. The nominated spacing requirements will not be practical in most instances when considering access proximity from other accesses, particularly in the lower speed ranges.	Amend DTS/DPF 4.1 as follows: DTS/DPF 4.1 Where access from an alternative local road at least 25m from the Major Urban Route is not available, and the access is not located on a Controlled Access Road, a new access point is: (a) not located on a section affected by double barrier lines between either edge of the access point; and (b) at least the following distance from a public road junction or railway, or terminating/merging lane or another access point: A. 110 km/h road – 190m B. 100 km/h road – 165m C. 90 km/h road – 140m D. 80 km/h road – 110m E. 70 km/h road – 90m F. 60 km/h road – 70m; and G. 50 km/h or less road – 50m. (c) at least the following distance from another private (non-public road) access point: A. 110 km/h road – 130m B. 100 km/h road – 105m C. 90 km/h road – 850m D. 80 km/h road – 70m E. 70 km/h road – 55m F. 60 km/h road – 40m; and G. 50 km/h or less road – 30m. (c) <u>located in accordance with the requirements and guidance provided in the AustRoads Guide to Road Design, the AustRoads Guide to Traffic Management and relevant Australian Standards.</u>

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1568	Access – Location (Sight Lines) – DTS/DPF 5.1	As above.	Amend DTS/DPF 5.1 as follows: Drivers approaching or exiting a new access point have an unobstructed line of sight to or from the new access point in accordance with the <u>sight distance requirements provided within the AustRoads Guide to Road Design.</u> following distances: i. 110 km/h road – 325m ii. 100 km/h road – 280m iii. 90 km/h road – 240m iv. 80 km/h road – 200m v. 70 km/h road – 165m vi. 60 km/h road – 135m; and vii. 50 km/h or less road – 105m.
PART 4 – GENERAL DEVELOPMENT POLICIES			
Advertisements			
1575	Appearance – DTS/DPF 1.3	The reference to “if a road widening is applicable” is unclear and uncertain. If the reference is intended to apply to a site to which a Future Road Widening Overlay applies, then in most circumstances the proposed property boundary realignment will not be know with any degree of certainty and the provision will be incapable of objective application.	Delete DTS/DPF 1.3 paragraph (b).
1575	Proliferation of Advertisements – DTS/DPF 2.1	The requirement that no more than one advertisement is displayed on each public road per occupancy does not take account of sites with a long street frontage and multiple access points where several discrete signage structures are appropriate.	Delete DTS/DPF 2.1.
1575	Proliferation of Advertisements – DTS/DPF 2.2	The requirement for advertising for a multiple-business or activity complex to be incorporated in a single advertisement fixture or structure does not take account of sites with a long street frontage and multiple access points where several discrete signage structures are appropriate.	Amend DTS/DPF 2.2 as follows: DTS/DPF 2.2 Advertisements for multiple-business or activity complex incorporating information regarding each business or activity in a single one or more co-ordinated <u>advertisement fixtures or structures.</u>
1575	Amenity Impacts – DTS/DPF 4.1	Illuminated advertisements should be able to be “deemed to satisfy” development if they are not adjacent or proximate to a sensitive receiver.	Amend DTS/DPF 4.1 as follows: DTS/DPF 4.1 An advertisement does not incorporate any illumination <u>or, if it does incorporate illumination, is not within 25 metres of a sensitive receiver.</u>
1577-79	Table 1 – Maximum Size and Height Requirements	The meaning of “X” in several rows of the table is unclear. In addition, the permissible maximum height and advertised area within Activity Centres, Employment, Business and other primarily non-residential areas should be made consistent with each other and with existing standards of signage in business precincts.	Amend the Table to provide for: <ul style="list-style-type: none"> • A maximum height of 9 metres, and an advertised area not exceeding 13.5m² per side, for freestanding advertising in each of the following zones: <ul style="list-style-type: none"> - Urban Activity Centre - Suburban Activity Centre - Township Activity Centre

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			<ul style="list-style-type: none"> - Suburban Main Street - Township Main Street - Suburban Business and Innovation - Business Neighbourhood - Employment - Suburban Employment - Urban Corridor (Boulevard) - Urban Corridor (Business) - Urban Corridor (Living) - Urban Corridor (Main Street) <ul style="list-style-type: none"> • A maximum height of 7 metres, and an advertised area not exceeding 10.5m² per side, for freestanding advertising in any zone other than a zone referred to above.
Interface between Land Uses			
1648	Hours of Operation – PO 2.1	Reference to hours of operation is unnecessary given the standards specified in relation to noise or vibration, air quality, light spill and other amenity impacts elsewhere in the General Development Policies and the Code.	Delete PO 2.1.
Transport, Access and Parking			
1688	Movement Systems – PO 1.3	The appropriate design and management of industrial, commercial and service vehicle movements should be recognised as a suitable alternative to separation as a means of minimising potential conflict with passenger vehicles.	Amend PO 1.3 as follows: PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas, <u>or are designed and managed in an appropriate manner</u> , to ensure efficient and safe movement and minimise potential conflict.
1688	Movement Systems – PO 1.4	While traffic movements associated with a development should minimise the extent of interruption to public roads and pedestrian paths, it should be recognised that exceptional or occasional impacts are not an unexpected or unreasonable outcome.	Amend PO 1.4 as follows: PO 1.4 Development sited and designed so that loading, unloading and turning of all traffic likely to be generated avoids, <u>to the extent reasonably appropriate, substantial and frequent interruption to</u> interrupting the operation of and queuing on public roads and pedestrian paths.
1689	Vehicle Access – DTS/DPF 3.5	Vehicle access arrangements which require the removal or relocation of trees, street furniture or utility infrastructure should be deemed acceptable if those items are replaced or reinstated with items of equivalent utility.	Amend DTS/DPF 3.5 as follows: DTS/DPF 3.5 The access point does not involve the removal or relocation of mature street trees, street furniture or utility infrastructure services, <u>unless those items are replaced or reinstated with items of equivalent utility in an appropriate location</u> .
1689	Vehicle Access – DTS/DPF 3.6	The specified driveway numbers and access points do not provide a realistic basis for businesses which require relatively significant volumes of smaller vehicles to flow through a site while also occasionally being serviced by larger vehicles.	Amend DTS/DPF 3.6 as follows: DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided.

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			(b) for sites with a frontage to a public road greater than 20m: <ol style="list-style-type: none"> i. a single access point no greater than 6m in width is provided; or ii. not more than two access points with a width of 3.5m each are provided. (c) <u>alternatively, access points of an appropriate width and number are provided to accommodate the vehicles which are expected to access the site in a manner which is safe and convenient and in accordance with Australian Standards and/or AustRoads guidelines, as applicable, as confirmed by a qualified and experienced traffic engineer.</u>		
1690	Vehicle Parking Rates – PO 5.1	While PO 5.1 recognises that in many circumstances there may be factors that support a reduced rate of car parking provision, there should be express recognition of the opportunity for a proponent to provide evidence of a varied requirement for car parking, including in relation to the specific use of land as a Retail fuel outlet, where vehicles standing at fuel filling points will satisfy much of the demand for car parking from drivers.	Amend PO 5.1 as follows: PO 5.1 The provision of sufficient on-site vehicle parking and specifically marked accessible car parking places to meet the needs of the development or land use having regard to factors that may support a <u>varied-reduced</u> on-site rate such as: <ol style="list-style-type: none"> (a) availability of on-street car parking (b) shared usage of other parking areas (c) in relation to a mixed-use development, where the hours of operation or commercial activities complement the residential use of the site the provision of vehicle parking may be shared (d) <u>where evidence of the rate of car parking demand and utilisation has been gathered which demonstrates that the demand for on-site vehicle parking will be less than the amount calculated using Transport, Access and Parking Table 1 or Table 2 (whichever is relevant)</u> (e) <u>without limiting paragraph (d), in relation to a Retail fuel outlet, where vehicles standing at fuel filling points will satisfy in part the requirement for provision of vehicle parking.</u> 		
1691	Vehicle Parking Areas – PO 6.5	The reference to “floodlit” entry and exit points is inconsistent with the objective of minimising potential off-site amenity impacts and should refer instead to appropriate lighting.	Amend PO 6.5 as follows: PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with floodlit <u>suitable and sufficient lighting to</u> entry and exit points to ensure clear visibility to users.		
1694	Table 1 – General Off-Street Car Parking Requirements	In the car parking rate specified for Retail fuel outlet: <ul style="list-style-type: none"> • the reference to “service bays” is outdated and not clearly applicable to any of the elements or activities specified in the definition of “Retail fuel outlet”. “Service bays” are more correctly associated with the separate land use term “Motor repair station”; • the requirement for calculation of parking provision by reference to “ancillary uses” is ambiguous. Under “Retail fuel outlet” as defined, the fuelling of motor vehicles and the sale of food, drinks and convenience are the two primary elements of the definition so these elements cannot be considered as “ancillary” or as giving rise to any car parking requirement associated with “ancillary” uses. There are six other “secondary” activities included in the definition of “Retail fuel outlet”. It is not clear if these are the “ancillary” uses referred to in Table 1, but if they are, in most cases they are not uses which have prescribed rates of parking which can form the basis of the calculation that is required in Table 1; 	In Table 1 amend the item “Retail fuel outlet” as follows: <table border="1" data-bbox="1546 1360 2769 1493"> <tr> <td data-bbox="1546 1360 1941 1493">Retail fuel outlet</td> <td data-bbox="1941 1360 2769 1493"><u>6 spaces per service bay, plus 50% of the spaces calculated to be provided for ancillary uses 2.5 spaces per 100m² of gross leasable floor area.</u></td> </tr> </table>	Retail fuel outlet	<u>6 spaces per service bay, plus 50% of the spaces calculated to be provided for ancillary uses 2.5 spaces per 100m² of gross leasable floor area.</u>
Retail fuel outlet	<u>6 spaces per service bay, plus 50% of the spaces calculated to be provided for ancillary uses 2.5 spaces per 100m² of gross leasable floor area.</u>				

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		<ul style="list-style-type: none"> in an increasing number of instances, Retail fuel outlets feature a drive-through facility which further reduces the effective demand for car parking spaces. 					
1698	Table 2 – Off-Street Vehicle Parking Requirements in Designated Areas	Because of the ability for vehicles standing at fuel filling points to satisfy much of the demand for car parking arising from a Retail fuel outlet, the minimum rate of car parking provision specified in Table 2 for Non-residential development is inappropriate.	<p>Amend Table 2 as follows:</p> <ul style="list-style-type: none"> In the left-hand column, twice occurring, add after the words “excluding tourist accommodation” the words “and Retail fuel outlet”. Add the following new row to Table 2: <table border="1" data-bbox="1546 653 2769 821"> <tr> <td>Retail fuel outlet</td> <td>2.5 spaces per 100m² of gross leasable floor area.</td> <td>None specified</td> <td>Where located in accordance with the Table 2 – Criteria in any Zone</td> </tr> </table>	Retail fuel outlet	2.5 spaces per 100m ² of gross leasable floor area.	None specified	Where located in accordance with the Table 2 – Criteria in any Zone
Retail fuel outlet	2.5 spaces per 100m ² of gross leasable floor area.	None specified	Where located in accordance with the Table 2 – Criteria in any Zone				
PART 9 – REFERRALS							
1797	Part 9.1 Referral Body: Environment Protection Authority	The conduct of a “petrol station” should not be the subject of a referral to the EPA unless the minimum evaluation distance specified in the EPA’s <i>Evaluation distances for effective air quality and noise management</i> (August 2016) are not satisfied or the volume of fuel storage on site exceeds 120,000 litres.	<p>Amend the first paragraph of the item “Petrol stations” to read as follows:</p> <p>The conduct of a petrol station, being a facility for the storage and retail sale of petroleum products and other liquid organic chemical substances, <u>but only if</u>:</p> <p>(a) <u>the shortest distance between a potential source of petroleum fuel vapour and the boundary of a sensitive receiver is less than 50 metres; or</u></p> <p>(b) <u>the total on-site storage capacity for petroleum products exceeds 120,000 litres.</u></p>				