|  |
| --- |
| *Brisbane City Plan 2014* |
| Amendment package O - Planning scheme policy amendment |
|  |

|  |
| --- |
| 1 Guide to this document  1. In this document, proposed amendments to *Brisbane City Plan 2014* are detailed as follows:    1. in the Schedule of text amendments:    2. text identified in strikethrough and red highlight (e.g. ~~example~~) represents text to be omitted    3. text identified in underlining and green highlight (e.g. example) represents text to be inserted 2. Text that is preceded by the heading ‘Reason for change’ does not form part of the proposed amendment and is included as explanatory information about the reason for the proposed amendment only. |

## Schedule of text amendments

### Schedule 6 Planning scheme policies \ SC6.2 Air quality planning scheme policy

|  |
| --- |
| **Reason for change:** Inclusion of new model and renumbering. |

|  |
| --- |
| 1       Introduction  1.1    Relationship to planning scheme  1.2    Purpose  1.3    Terminology  2       Air quality impact report  2.1    Variation to modelling methods  3       Emissions inventory  3.1    General  3.2    On-site emission sources  3.3    Off-site emission sources  3.4    Emission parameters  3.5    Estimating emission rates  3.5.1     Industrial sources  3.5.2     Traffic sources  3.6    Air emission prevention and control measures  4       Modelling assessment method  4.1    Air dispersion model selection  4.1.1     CALPUFF  4.1.2     TAPM  4.1.3     AERMOD  4.1.4     GRAL  4.1.5     Fluids modelling  4.1.6  Specialised models  4.2    Meteorological data  4.2.1     Selection of data  4.2.2     Siting and operating meteorological monitoring equipment  4.2.3     Stability class  4.2.4     Mixing height  4.2.5     Developing site-representative meteorological data using numerical meteorological models  4.3    Sensitive uses and sensitive zones  4.4    Selection of terrain data  4.5    Accounting for building wake effects  4.6    Consideration of rain hats and other obstructions  4.7    Consideration of stack tip downwash  4.8    Modelling of deposition  5       Air quality impact assessment method  5.1    Requirements for an air quality impact assessment  5.2    Accounting for chemical transformations of oxides of nitrogen  5.3    Cumulative air quality assessment  5.3.1     Existing background air quality  5.3.2     Cumulative impacts  5.3.3     Traffic sources  5.4   Reporting of dispersion modelling results  6      Odour impact assessment method  6.1   Requirements for an odour impact assessment  6.2   Estimating odour emissions  6.3   Cumulative odour assessment  6.4   Reporting of odour impact assessment results  7       Health risk assessment method  7.1   Requirement for a health risk assessment  7.2   Assessment methodology  7.2.1      Screening health risk assessment  7.2.2      Full health risk assessment  7.3   Existing background pollutant concentrations  7.4   Selection of model parameters  7.5   Reporting of health risk assessment results |

#### 4.1 Air dispersion model selection

|  |  |
| --- | --- |
| **Reason for change:** The air quality model GRAL is an additional model to the approved air quality models that may be used for preparing an air quality report. It identifies and simplifies the expectations around pollution modelling. | |
| 1. Air dispersion modelling is to be used to predict air pollutant concentrations at sensitive uses and/or sensitive zones, using an air dispersion model which is suitable for the task. Dispersion models that may be used in preparing an air quality impact report are CALPUFF, TAPM, AERMOD, GRAL, fluid models and specialised dispersion models. | |
| **Reason for change:** Change for consistent formatting. |
| 1. In the event that more than one model is required to fulfil all the requirements of the assessment, the justification is to be provided for each model selected. | |
| **Reason for change:** The air quality model GRAL is an additional model to the approved air quality models that may be used for preparing an air quality report. It identifies and simplifies the expectations around pollution modelling. | |
| 4.1.4 GRAL |

##### 4.1.4 GRAL

|  |
| --- |
| **Reason for change:** The air quality model GRAL is an additional model to the approved air quality models that may be used for preparing an air quality report. It identifies and simplifies the expectations around pollution modelling. Includes changes post public consultation. |
| 1. The most recent official version of the GRAL modelling system may be used for dispersion modelling as a micro-scale flow-field model where specified in Section 4.1.5. |
| 1. Model input parameters should follow the official guidance for GRAL (Documentation of the Lagrangian Particle Model GRAL, GRAL Manual - GRAL graphical user interface and Recommendations when using the GRAL/GRAMM modelling system) or as advised by Council, unless otherwise justified for the site. |
| 1. The selection of steady-state (standard) mode should be justified for the site, considering any variability in emission rates and parameters, plume recirculation or stagnation, and configuration of source, receptor and building locations. 2. A site-specific meteorological data file is required for achievement of the air quality (planning) criteria using GRAMM or other suitable meteorological models. A generic meteorological data file is not suitable. |

|  |  |
| --- | --- |
| **Reason for change:** Structural change - relocation of section. | |
| 4.1.5 Fluids modelling |

##### 4.1.5 Fluids modelling

|  |  |  |
| --- | --- | --- |
| **Reason for change:** Clarification of existing requirement. | | |
| 1. Fluids modelling is to be undertaken where:    1. any of the following apply:       1. dispersion modelling is conducted in complex built environments (see section 4.5) or complex terrain environments; or       2. air quality impacts are to be predicted close to the source; or       3. air quality impacts need to include building wake influences within the tunnel ventilation stack subcategory (as identified on the Transport air quality corridor overlay); or    2. dispersion modelling scenarios including and excluding building wake influences following the methodology in section 3 and section 4 show a difference in maximum predicted impact at sensitive uses or sensitive zones of more than 40%; or    3. an exceedance of the air quality (planning) criteria, odour criteria or health risk criteria is predicted at sensitive uses or sensitive zones, including elevated balconies or air conditioning intakes. | | | |
| **Reason for change:** The air quality model GRAL is an additional model to the approved air quality models that may be used for preparing an air quality report. It identifies and simplifies the expectations around pollution modelling. | | | |
| 1. The selection of approach for the fluids modelling assessment is to be justified in the air impact report for the use of either:    1. a physical model and/or;    2. a computational fluid dynamic model and/or;    3. a micro-scale flow-field model such as GRAL. | | | |
| **Reason for change:** Change to include best practice. | | |
| 1. The selection of computational fluid dynamic model or micro-scale flow-field model is to be justified as to the suitability for its application in predicting ambient air quality impacts. Using a physical model may be required to validate the use of the computational fluid dynamic model. | | | |
| **Reason for change:** Change to include best practice. | | |
| 1. Model parameters should follow an appropriate peer-reviewed guidance or methodology such as the COST best practice guideline for the CFD simulation of flows in the urban environment, the US EPA Guideline for Fluid Modeling of Atmospheric Diffusion and/or model-specific guidance. | | | |
| **Reason for change:** Renumbering. | |
| 4.1.6 Specialised models |

##### 4.2.3 Stability class

|  |
| --- |
| **Reason for change:** The air quality model GRAL is an additional model to the approved air quality models that may be used for preparing an air quality report. It identifies and simplifies the expectations around pollution modelling. Includes changes post public consultation. |
| 1. Data and model parameters required for input to the GRAMM model should follow the official guidance in the Documentation of the prognostic mesoscale model GRAMM and Recommendations when using the GRAL/GRAMM modelling system or as advised by Council, unless otherwise justified for the site. |

##### 4.2.5 Developing site-representative meteorological data using numerical meteorological models

|  |  |
| --- | --- |
| **Reason for change** The air quality model GRAL is an additional model to the approved air quality models that may be used for preparing an air quality report. It identifies and simplifies the expectations around pollution modelling. Includes changes post public consultation. | |
| 1. Data and model input parameters for use with the GRAL/GRAMM modelling system should follow the guidance in the Documentation of the prognostic mesoscale model GRAMM and Recommendations when using the GRAL/GRAMM modelling system or as advised by Council, unless otherwise justified for the site. | |
| **Reason for change:** Renumbering. |
| 9. Alternative numerical meteorological models may be used, including MM5 (developed by Pennsylvania State University and US National Center for Atmospheric Research) and WRF (developed by US National Center for Atmospheric Research, the US National Oceanic and Atmospheric Administration and others). These models are only to be used to provide pre-processed data for input to CALMET using a suitable conversion tool or to provide data for AERMOD following the methodology in the EPA Victorian publication Construction of input meteorological data files for EPA Victoria's regulatory air pollution model (AERMOD). A justification for using alternative numerical models is to be included in the air quality impact report. | |

#### 4.5 Accounting for building wake effects

|  |
| --- |
| **Reason for change:** Change to include best practice. |
| 1. The USEPA’s Guideline for Determination of Good Engineering Practice Stack Height is to be taken into account when designing new stacks to avoid building wake effects. PRIME is to be used as the building wake algorithm for dispersion modelling unless specific methods for fluids modelling are used, or a justification is included in the air quality impact report. | |
| **Reason for change:** Update to link. |
| 1. The results of modelling using building wake effects should consider section 4.1.4 to determine whether more detailed fluids modelling is required. | |

### Schedule 6 Planning scheme policies \ SC6.20 Management plans planning scheme policy

#### 1.2 Purpose

|  |
| --- |
| **Reason for change:** Change to include new information included in the planning scheme policy. |
| This planning scheme policy provides guidance on the preparation of the following management plans:   1. noise, vibration and dust impact management plans; 2. heritage place construction management plans; 3. traffic construction management plans. | |

#### 2.4 Noise, vibration and dust emission sources

|  |
| --- |
| **Reason for change:** To clarify policy and provide examples of noise, vibration and dust emissions. |
| 1. The plan is to include a description of the activities and equipment likely to generate noise, vibration and dust emissions (including earthworks, material handling, stockpiles, vehicle and plant exhaust) and a description of the level, frequency, duration and characteristics of each noise, vibration and dust emission. | |
| **Reason for change:** To clarify and provide examples of noise, vibration and dust impact control measures to consider. | |
| 1. Noise, vibration and dust emission sources to be considered include:    1. emitting equipment, such as concrete cutting saws, electric saws, jackhammers, pile driving, rock breakers, drills, generators and compressors;    2. concrete pours;    3. moving material, for example using a truck, front-end loader, crane or fork lift;    4. earthworks and excavation activities;    5. exhaust from vehicles, plant and equipment, such as graders, excavators, front-end loaders and trucks;    6. deliveries of building materials and removal of debris;    7. truck parking and idling, both on-and off-site;    8. unpaved roads and site access points;    9. spoil and waste loading and removal;    10. demolition activities;    11. stockpiles;    12. movement alarms on vehicles and mobile plant;    13. public address systems;    14. blasting, piling and tunnelling. | |

#### 2.5 Noise, vibration and dust impact control measures

|  |
| --- |
| **Reason for change:** To clarify and provide examples of noise, vibration and dust impact control measures to consider, and correct an inconsistency. |
| 1. Noise, vibration and dust impact control measures to be considered, include:    1. using walls, barriers, fences or existing buildings to screen noise and dust from sensitive uses;    2. using temporary noise barriers or enclosures around jackhammering or concrete cutting locations;    3. using full noise enclosures for night-time work;    4. scheduling noisy or vibration operations during daytime hours (6.30am to 6.30pm) and if after-hours works are required, then consideration is given to evening times (6.30pm to 10.00pm) before night and early morning times (10.00pm to 6.30~~p~~am);    5. substituting noisy or vibration generating plant, equipment and activities with lower impact options;    6. substituting lower-emission technology, for example, using electric equipment instead of diesel or petrol equipment; using low-emission generators and trucks;    7. ensuring road plates are installed and maintained to reduce impact noise;    8. arranging work flow to minimise the use of reversing alarms on vehicles and plant,    9. ~~locating noisy plant, site vehicle entrances and off-site truck parking areas away from neighbours;~~    10. locating plant and vehicles that emit noise and/or air pollutants such as diesel generators, excavators, trucks, on-site or off-site vehicle parking areas and site vehicle entrances away from neighbours;    11. providing respite where night-time works are justified, for example by limiting night- time works to no more than 2 consecutive nights, or not more than 6 nights in any four-week period;    12. altering work practices to avoid or minimise dust generation;    13. using misters or foggers to suppress airborne dust during activities such as excavation and other earth moving;    14. scheduling dust-generating activities for times and weather conditions that will avoid impacts on sensitive uses;    15. spraying water on unpaved roads, access tracks and stockpiles at a sufficient level to suppress dust generation;    16. removing materials spilled or tracked onto paved roads that may create dust;    17. sealing unpaved roads and stockpiles where practical;    18. restricting vehicle movements and/or vehicle speeds on unpaved roads;    19. covering loads on haulage vehicles;    20. washing tyres of vehicles leaving the site;    21. covering, enclosing or sealing stockpiles;    22. using dust collection devices on relevant equipment, ;such as sanding or concrete-cutting equipment;    23. minimising the area disturbed, and revegetating exposed areas as soon as practical;    24. using windbreaks and screens to restrict dust movement;    25. consulting with neighbours on work times and noise, vibration, dust and exhaust emission control measures;    26. undertaking noise mitigation at residences;    27. street cleaning or washing down neighbouring residences or businesses. |

### Schedule 6 Planning scheme policies \ SC6.26 Refuse planning scheme policy

#### 1.1 Relationship to the planning scheme

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Reason for change:** Update to references, corrections and consistency alignments.  **Centre or mixed use code** | | | | | | | | | | | | |
| |  |  |  | | --- | --- | --- | |  |  |  | | Table 9.3.3.3.A | AO63.1 | All | | | | | | | | | | | |
| |  |  |  | | --- | --- | --- | |  |  |  | | Table 9.3.3.3.A | AO63.2 | All | | | | | | | | | | | |
| **Community facilities code** | | | | | | | | | |
| |  |  |  | | --- | --- | --- | |  |  |  | | Table 9.3.5.3.A | AO20 | All | | | | | | | | | | | |
| **Industry code** | | | | | | | | |
| |  |  |  | | --- | --- | --- | |  |  |  | | Table 9.3.12.3.A | AO16.2 | All | | | | | | | | | | | | |
| **Multiple dwelling code** | | | | |
| |  |  |  | | --- | --- | --- | |  |  |  | | Table 9.3.14.3.A | AO32 | All | | | | | | |
| |  |  |  | | --- | --- | --- | |  |  |  | |  |  |  | | | | | | | | |
| **New code inserted** | | | |
| |  | | --- | | Retirement and residential care facility code | | | |
| |  |  |  | | --- | --- | --- | | Table 9.3.18.3 | AO4.2 | All | | |
| **Subdivision code** |
| |  |  |  | | --- | --- | --- | |  |  |  | | Table 9.4.10.3.A | AO9 | All | | | | | | | |

#### 2 General requirements

|  |
| --- |
| **Reason for change:** Structural change to amalgamate and relocate sections. |
| 1. A written design proposal for waste collection is to be provided giving full details of the proposed solution, bin sizes, number of bins and the storage and collection areas, frequency of collection and the refuse collection vehicle size. Table 1 provides the dimensions and types of bins. Table 3 provides the specifications and types of collection vehicles. | |
| **Reason for change:** Administrative amendment to remove additional space. |
| 1. The type of refuse service that is to be used (domestic or commercial) is identified, including whether the refuse collection vehicle is to be front loading, side loading or rear loading (sufficient height must be available). | |
| **Reason for change:** Renumbering. |
| 4. Uses with high trip-end densities provide a transport impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy with an assessment of refuse storage and collection included. | |
| **Reason for change:** To reflect intent and alignment with the Transport, access, parking and servicing planning scheme policy. |
| 1. Where a Refuse Collection Vehicle (RCV) is required to manoeuvre from an on-site position, allow an additional 500mm clearance for vehicle turning dimensions (swept paths) and servicing. Three clear swept path lines must be demonstrated for the RCV, namely wheel path, vehicle body path and 500mm clearance path. | |
| **Reason for change:** Renumbering. |
| 6. The waste collection system is to achieve the following outcomes:   * 1. both the customer and service provider can access the bin storage area and collection point conveniently;   2. the location, design and operation of the bin storage and collection system do not have unreasonable adverse acoustic, odour or visual impacts on the development, surrounding properties or the streetscape;   3. the supply and servicing of either mobile garbage bins or bulk bins or refuse compactors complies with the requirements of this planning scheme policy. | |

#### 3 Access and manoeuvrability

|  |  |  |  |
| --- | --- | --- | --- |
| **Reason for change:** Relocation of content and renumbering. | | | |
| 1. The manoeuvring of the refuse collection vehicle is undertaken in a safe and efficient manner, without detrimental impacts to pedestrian amenity or safety, Council or private infrastructure or the function of the road network. | | | | |
| **Reason for change:** Change to include best practice. | | |
| 1. For multiple dwelling development accessed via a local, neighbourhood, district or suburban road, the refuse collection vehicle may enter the site in a reverse gear in a single movement. | | | | |
| **Reason for change:** Relocation of content and using consistent language. | |
| 1. For multiple dwellings development accessed via an arterial road, or where the refuse collection vehicle cannot reverse onto the site in a single movement, the refuse collection vehicle must enter and leave the site in a forward gear. | | | | |
| **Reason for change:** Addition to reflect intent and alignment with the Transport, access, parking and servicing planning scheme policy. |
| 1. For development (other than a multiple dwelling) accessed via an arterial, suburban, district or minor road adjacent to an intersection with a major road, the refuse collection vehicle must enter and leave the site in a forward gear. | | | | |
| **Reason for change:** Relocation of content and clarificationof existing requirement and alignment with the Transport, access, parking and servicing planning scheme policy. | | | |
| 1. Where refuse collection is from an on-site position, the area trafficked by the refuse collection vehicle must comply with requirements under the {Transport, access, parking and servicing planning scheme policy} including a minimum aisle/carriageway width of 6.5m wide. | | | | |
| **Reason for change:** Addition to clarifyexisting requirement and alignment with the Transport, access, parking and servicing planning scheme policy. | | | |
| Note—Service area design standards, including maximum gradients, minimum aisle widths, minimum vertical clearance and bay design are contained in the Transport, access, parking and servicing planning scheme policy. | | | | |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Reason for change:** Relocation of content and renumbering. | | | | | | |
| 6. For detached dwellings on rear lots, pavements/carriageways trafficked by a refuse collection vehicle have a minimum width of 5.5m. | | | | | | | |
| **Reason for change:** Relocation of content and clarification of existing requirement. | | | | | | |
| 1. All entry and exit points are of a width and design that allows for sufficient ingress and egress for the refuse collection vehicle, including a minimum 6.5m crossover which is free from overhead projections inclusive of gardens or trees. | | | | | | | |
| **Reason for change:** To align with current requirements for minimising the distance required for refuse collection from on-site bin storage locations. | | | | | | |
| 1. To maximise safety, the distance required for refuse collection vehicles to reverse on-site is minimised. Where on-site turnaround of the refuse vehicle cannot be achieved, the bin storage area and collection point is located within 20m of the street frontage. | | | | | | | |
| **Reason for change:** Change reflects the amalgamation of sections. | | | | | |
|  | | | | | | | |
| **Reason for change:** Relocation of content and clarification of existing requirement. | | | | | | |
| 1. Turnaround facilities for a refuse collection vehicle exist or are provided for where involving staged subdivision developments or where development is located on a no through road. Turning and manoeuvring facilities for refuse collection vehicles are provided to meet design requirements for the vehicles identified in Table 3. | | | | | | | |
| **Reason for change:** Relocation of content and clarificationof existing requirement. | | | | | | |
| 1. Subdivision layouts are to provide for the safe and efficient operation and manoeuvring of a side-lift loading refuse collection vehicle. Layouts that require a refuse collection vehicle to reverse more than 20m are to be avoided. Where the provided transport network results in a stub road for a proposed future road connection, interim turnaround facilities must be provided in compliance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. | | | | | | | |
| **Reason for change:** Relocation of content and renumbering. | | | | | |
| 11. Adequate lift clearances are provided to overhanging trees and wires in accordance with Table 3. | | | | |
| **Reason for change:** Relocation of content and renumbering. | | | |
| 12. The required vertical and horizontal clearances are provided for the service to operate safely and efficiently. Operational clearance dimensions are shown in Table 3 for various types of collection arrangements. | | | | | | | |
| **Reason for change:** Relocation of content and renumbering. | | |
| 13. Access for a refuse collection vehicle to the collection point is maintained at all times. | |
| **Reason for change:** Addition to update to requirements. |
| 1. Where non-residential development is proposing to use an alternative design vehicle other than those named in Table 3, written confirmation from the proposed licensed waste collection contractor giving full details of the bin size and the refuse collection vehicle size must be provided. | | | | | | | |
| **Reason for change:** Relocation of content and renumbering. | | | | | | |
| 15. In instances where the gradient of the on-site manoeuvring area is greater than 5% (1:20), the pad that the collection vehicle will stand on while accessing refuse bins at the collection point, is to have a maximum gradient of 2% (1:50). | | | | | | | |

#### 4 Residential refuse collection

|  |  |
| --- | --- |
| **Reason for change:** Addition to update requirements. | |
| 1. Residential development must be serviced by Council or their appointed collection contractor. | | |
| **Reason for change:** Addition to update requirements. |
| Note—For the purpose of this section residential development is defined as Dual occupancy, Dwelling house, Dwelling unit and Multiple dwelling. | | | |
| **Reason for change:** Relocation of content and update to existing requirement. | | |
| 1. Residential development is to provide sufficient capacity for 240L of refuse and 240 or 360L of recycling per dwelling, allowing for one collection per week. | | | |
| **Reason for change:** Addition to update requirements. | | |
| Note—Council offers an optional user paid 240L green waste service. Where this service is to be utilised additional capacity must be designed for. | | | |

|  |
| --- |
| **Reason for change:** Relocation of content and renumbering. |
| 3. Residential development is to utilise kerbside collection where the locations for both the bin storage area and kerbside collection point can be appropriately accommodated in accordance with section 4.1. | |
| **Reason for change:** Relocation of content and clarification of existing requirement. |
| 1. On-site collection must be provided for in the following cases:    1. the development cannot accommodate external (fronting public road) kerbside collection; or    2. the development comprises greater than 10 dwellings; or    3. where the road verge is not properly shaped to the standard 1:50 gradient and a minimum of 2.5m wide or where the longitudinal road gradient is greater than 1:10. | |
| **Reason for change:** Relocation of content and renumbering. |
| 5. Refuse and recycling collection for a mixed use development ensures residential and commercial bins are stored separately with separate access to each. | |

##### 4.1 Kerbside collection (mobile garbage bins)

|  |
| --- |
| **Reason for change:** Relocation of content. |
|  | |
| **Reason for change:** Renumbering. |
| 2. Kerbside collection points for lots with road frontage are to be accommodated on the footpath frontage of the subject site. Each dwelling's collection point is to comprise of a minimum of 2 areas, each with a minimum area of 0.81m2 (i.e. 0.9m x 0.9m) to accommodate mobile garbage bins. These areas can be located together or separately. | |
| **Reason for change:** Quantification of existing requirement. |
| Note—Where 360L mobile garbage bins are utilised, the required minimum area is to be increased to 1.3m2 (i.e. 1.14m x 1.14m). | |

|  |  |
| --- | --- |
| **Reason for change:** Relocation of content and clarification of existing requirement. | |
| 1. If a rear lot, the frontage is to include an additional truncated area/s to provide sufficient space for the servicing of mobile garbage bins. These truncated collection points are to avoid obstructing any driveway and are to be of sufficient width to accommodate the required number of mobile garbage bins to prevent bin placement encroaching onto neighbouring frontages. | | |
| **Reason for change:** Clarification of existing requirement. |
| 1. Collection points are not located:    1. in a way that obstructs the use or safety of any driveway;    2. within 10m from the tangent point of the kerb radius of a non-signalised intersection or 20m from the tangent point of the kerb radius of a signalised intersection;    3. within 10m from the tangent point of the kerb radius of a roundabout;    4. on arterial road frontages;    5. on verges where the adjacent traffic lane is less than 3m wide;    6. 9m before and 1.5m after a bus stop marker sign;    7. in any other no stopping zone;    8. within the dripline (canopy) of a street tree where the operational height clearance identified in Table 3 cannot be demonstrated. | | |
| **Reason for change:** Relocation of content andclarification of existing requirement. | |
| 1. Where collection is from an internal private road, it is preferred that mobile garbage bins are placed in front of each dwelling. If there are short no through roads off the main internal circulating road, sufficient level areas are to be provided beside the main internal circulating road (near the intersection) for a collection point for the mobile garbage bins required for those dwellings. | | |
| **Reason for change:** Relocation of content andclarification of existing requirement. | |
| 1. The storage area for mobile garbage bins:    1. if contained within the lot: can accommodate 2 areas of 0.81m2 (i.e. 0.9m x 0.9m) and is outside the dwelling inclusive of attached garages; or    2. if located within a common area or viewable from a common area or the public realm: are located in an external roofed and wholly screened enclosure that allows adequate access for residents to all bin(s) and for the bins to be manoeuvred for servicing; or    3. if stored in an enclosed room (other than within a dwelling); are provided with natural or temperature controlled ventilation. | | |
| **Reason for change:** Clarification of existing requirement. |
| Note—Where 360L mobile garbage bins are utilised, the required minimum area is to be increased to 1.3m2 (i.e. 1.14m x 1.14m).  Note—Where screening is utilised to form part or all of a refuse storage area, the screening is to have a maximum of 25% openings, with a maximum opening dimension of 50mm, and are to be permanently fixed, durable and maintainable. | | |
| **Reason for change:** Change to include best practice. | |
| 1. Best practice may include allowing additional space for the storage of extra containers to separately store either organic waste or other recyclables in the future. | | |
| **Reason for change:** Clarification of existing requirement. | |
| 1. For mobile garbage bins, if it is necessary to wheel them to a collection point from a bin storage area:    1. the distance does not exceed 50m;    2. ;    3. the mobile garbage bin transfer path is free of steps or other obstructions and does not exceed a 1:14 grade. | | |
| **Reason for change:** Clarification of existing requirement. | |
| 1. Environmental best practices may also include the installation of a trapped waste connection to the sewer system. | | |

##### 4.2 On-site collection (bulk bins)

|  |  |
| --- | --- |
| **Reason for change:** Clarification of existing requirement. | |
| 1. In accordance with section 4, development will avoid adverse impacts to residents, pedestrians and roads users by providing sufficient capacity to achieve one collection per week while ensuring sufficient refuse and recycling capacity is provided to meet the needs of residents. | | |
| **Reason for change:** Relocation of content. | |
|  | | |
| **Reason for change:** Relocation of content andclarification of existing requirement. | |
| 1. An on-site dedicated pedestrian route is provided and is separate from the required vehicle manoeuvring area to ensure pedestrian safety is protected. The pedestrian route is to provide access from the site's frontage to the development and will have a minimum width of 1.2m. | | |
| **Reason for change:** Relocation of content. | |
|  | | |
| **Reason for change:** Renumbering. | |
| 3. Bulk bins of 1.1m3 or less are positioned so that collection personnel do not have to move them more than 5m. If a gradient is evident, speed bumps are provided to stop bulk bins from rolling away from the collection point. | | |
| **Reason for change:** Relocation of content and change for consistent language. | |
| 1. Bulk bins of 1.5m3 or more are positioned so that front-lift refuse vehicles can drive directly to the container without relocating the bulk bin. If this cannot be achieved due to physical constraints, then the bulk bins are not moved more than 3m from the storage area to the collection point. | | |
| **Reason for change:** Relocation of content and clarification of existing requirement. | |
| 1. The storage areas for bulk bins are:    1. contained in a roofed and wholly screened enclosure or room of sufficient size for the bulk bin quantity required;    2. easily accessible for residents and for the required servicing of bins;    3. screened from neighbouring properties to mitigate odour, amenity and noise;    4. of a design to mitigate the harbourage of vermin or attraction of scavenging animals;    5. provided with natural or temperature-controlled ventilation if in an enclosed room;    6. of a design which maintains a minimum internal vertical clearance of 2.1m;    7. kept clear of obstructions, such as fixed bay separators, that impede the ability to change from existing bin sizes or which otherwise limit future refuse collection options;    8. are not to contain other amenities such as air-conditioning compressors, hot water systems or electrical hubs. | | |
| **Reason for change:** Clarification of existing requirement. |
| Note—Where screening is utilised to form part or all of a refuse storage area, the screening is to have a maximum of 25% openings, with a maximum opening dimension of 50mm, and are to be permanently fixed, durable and maintainable.  Note—Allow for at least an additional 0.5m clearance surrounding each container, or for the storage of multiple bins, 1.5m clearance around the combined bin area (whichever is lesser). | | |
| **Reason for change:** Change to include best practice. | |
| 1. Best practice may include allowing additional space for the storage of extra containers to separately store either organic waste or other recyclables in the future. | | |
| **Reason for change:** Relocation of content and change to include best practice. | |
| 1. If a refuse or recycling chute is provided:    1. it is to be constructed to allow refuse to fall into the centre of the bin;    2. it is to have a door / lid to ensure clean changeover of bins;    3. the chute room must be of suitable size to allow for an additional bin/s to remain under the chute discharge/s at all times;    4. separate chutes and bulk bins are to be used for each waste stream;    5. the room containing the chute and bin or compactor excludes all but authorised personnel;    6. design best practice may include developments greater than 15m (3 storeys) in height utilising twin chutes or single chute dual stream technology with openings on each residential floor to enable chute disposal of both refuse and recycling. | | |
| **Reason for change:** Relocation of content and clarification of existing requirement. |
| 1. Environmental best practices may also include the installation of a trapped waste connection to the sewer system. | | |

#### 5 Non-residential refuse collection

|  |  |
| --- | --- |
| **Reason for change:** Change to update requirements. | |
|  | | |
| **Reason for change:** Change to update requirements. | |
| 1. Non-residential development is to provide sufficient capacity to achieve low-frequency servicing in line with Table 2. | | |
| **Reason for change:** Change to update requirements. | |
| 1. Refuse generation rates for specific uses are provided in Table 4. These figures are to be used to calculate the refuse and recycling capacity required. | | |
| **Reason for change:** Change to update requirements. |
| Note—Where a refuse generation rate is not defined in Table 4, the applicant is responsible for providing evidence in support of the refuse generation proposed. | | |

|  |
| --- |
| **Reason for change:** Renumbering. |
| 3. Sufficient information is provided to demonstrate that refuse collection can occur in an efficient and safe manner on site without adverse impact on amenity (acoustic, odour or visual impacts) and pedestrian and vehicular traffic. | |

|  |
| --- |
| **Reason for change:** Renumbering. |
| 4. This information may include evidence from a refuse collection contractor to demonstrate that collection will occur outside normal service/delivery or business times, where seeking permission to allow a refuse collection vehicle to use service bays or parking spaces on the site for access. | |
| **Reason for change:** Clarification of existing requirement. |
| 1. Bulk bins of 1.1m3 or less are positioned so that collection personnel do not have to move them more than 5m. If a gradient is evident, speed bumps are provided to stop bulk bins from rolling away from the collection point. | |
| **Reason for change:** Change to update requirements. |
|  | |
| **Reason for change:** Clarification of existing requirement. |
| Note—Standard design arrangements, including gradients, are contained in the Transport, access, parking and servicing planning scheme policy. | |

|  |  |
| --- | --- |
| **Reason for change:** Relocation of content and clarification of existing requirement. | |
| 1. Bulk bins of 1.5m3 or more are positioned so that front-lift refuse collection vehicles can drive directly to the container without relocating the bulk bin. If this cannot be achieved due to physical constraints, then the bulk bins are not moved more than 3m from the storage area to the collection point. | | |
| **Reason for change:** Relocation of content and clarification of existing requirement. | |
| 1. The storage area for refuse bins are:    1. contained either within a building or a roofed and wholly screened enclosure of sufficient size for the bin quantity required. Table 1 provides the bin types and dimensions; | | |
| **Reason for change:** Change to include best practice. |
| Note—Where screening is utilised to form part or all of a refuse storage area, the screening is to have a maximum of 25% openings, with a maximum opening dimension of 50mm, and are to be permanently fixed, durable and maintainable. | | |

|  |
| --- |
| **Reason for change:** Change to include best practice. |
| 1. easily accessible for occupants and for the required servicing of bins; | |
| **Reason for change:** Change to include best practice. | | |
| Note—Allow for at least an additional 0.5m clearance surrounding each container, or for the storage of multiple bins, 1.5m clearance around the combined bin area (whichever is lesser). | | | |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Reason for change:** Change to include best practice. | | | | | |
| 1. screened from neighbouring properties to mitigate impacts from odour, amenity and noise; 2. of a design to mitigate the harbourage of vermin or attraction of scavenging animals; 3. provided with natural or temperature-controlled ventilation if in an enclosed room; 4. of a design which maintains a minimum internal vertical clearance of 2.1m; 5. kept clear of obstructions, such as fixed bay separators, that impede the ability to change from existing bin sizes or which otherwise limit future refuse collection options; 6. are not to contain other amenities such as air-conditioning compressors, hot water systems or electrical hubs. | | | | | | |
| **Reason for change:** Change to include best practice. | | | | | |
| 1. Best practice may include allowing additional space for the storage of extra containers to separately store either organic waste or other recyclables in the future. | | | | | | |
| **Reason for change:** Change to update requirements. | | | | |
|  | | | | | | |
| **Reason for change:** Change to update requirements. | | | | | |
|  | | | | | | |
| **Reason for change:** Renumbering. | | | | | |
| 9. Where disposal of industrial or commercial liquid waste by discharge to a road tanker, the road tanker is to be wholly on-site during collection. | | | | | | |
| **Reason for change:** Relocation of content. | | |
|  | | | |
| **Reason for change:** Change to update requirements. | |
|  |

#### Table 1—Bin capacity equivalency

|  |  |  |  |
| --- | --- | --- | --- |
| **Reason for change:** Change to update requirements. | | | |
| |  |  | | --- | --- | |  |  | |  |  | | | | |
| |  |  | | --- | --- | |  |  | |  |  | | | |
| |  |  | | --- | --- | |  |  | |  |  | | |
| |  |  | | --- | --- | |  |  | |  |  | |
| |  |  | | --- | --- | |  |  | |  |  | |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| |  |  | | --- | --- | |  |  | |  |  | |
| |  |  | | --- | --- | |  |  | |  |  | |
| |  |  | | --- | --- | |  |  | |  |  | |

|  |
| --- |
| **Reason for change:** Renumbering. |
| Table 1—Refuse bin types and dimensions | |

#### Table 1—Refuse bin types and dimensions

|  |  |  |  |
| --- | --- | --- | --- |
| **Reason for change:** Change to update requirements. | | | |
| |  |  |  | | --- | --- | --- | |  |  |  | | Side lift | 140L  240L  360L | 535 x 915 x 615  585 x 1060 x 730  680 x 1100 x 848 | | | |
| **Reason for change:** Change to update requirements. | |
| |  |  |  | | --- | --- | --- | |  |  |  | | Rear lift | 140L(1)  240L(1)  360L(1)  660L  1100L | 535 x 915 x 615  585 x 1060 x 730  680 x 1100 x 848  1260 x 1235 x 780  1280 x 1340 x 1080 | |
| **Reason for change:** Change to update requirements. | | | | |
| |  |  |  | | --- | --- | --- | |  |  |  | | Roll on-roll off | Specifications are to be provided by the applicant | Various | | | | | | |
| **Reason for change:** Change to update requirements. | | | | |
| |  |  |  | | --- | --- | --- | |  |  |  | | Compaction system | A minimum compaction ratio of 3:1 is to be achieved | Various | | | | | | |

|  |
| --- |
| **Reason for change:** Change to update requirements. |
| Note 1—Confirm with private contractor that the indicated bin types are serviceable with a rear loading collection vehicle. | |

|  |
| --- |
| **Reason for change:** Change to update requirements. |
| Table 2—Non-residential service frequency requirement | |

#### Table 2—Non-residential service frequency requirement

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Reason for change:** Change to update requirements by including new table and note. | | | | | | | | | | | | | | | | | |
| |  |  | | --- | --- | | **Zone** | **Maximum service frequency** | | | | | | | | | | | | | | | | | | | |
| |  |  | | --- | --- | | Low density residential1 | Once per week | | | | | | | | | | | | | | | | | |
| |  |  | | --- | --- | | Character residential1 | Once per week | | | | | | | | | | | | | | | | |
| |  |  | | --- | --- | | Low-medium density residential1 | Once per week | | | | | | | | | | | | | | | | | | | | |
| |  |  | | --- | --- | | Medium density residential1 | Twice per week | | | | | | | | | | | | | | | | | | | | |
| |  |  | | --- | --- | | High density residential | Three times per week | | | | | | | | | | | | | | | |
| |  |  | | --- | --- | | Tourist accommodation | Twice per week | | | | | | | | | | | | | | |
| |  |  | | --- | --- | | Neighbourhood centre | Twice per week | | | | | | | | | | | | | |
| |  |  | | --- | --- | | District centre | Twice per week | | | | | | | | | | | | |
| |  |  | | --- | --- | | Major centre | Three times per week | | | | | | | | | | | |
| |  |  | | --- | --- | | Principal centre | Three times per week | | | | | | | | | | |
| |  |  | | --- | --- | | Low impact industry | Three times per week | | | | | | | | | |
| |  |  | | --- | --- | | General industry | Three times per week | | | | | | | | |
| |  |  | | --- | --- | | Special industry | Three times per week | | | | | | | |
| |  |  | | --- | --- | | Industry investigation | Three times per week | | | | | |
| |  |  | | --- | --- | | Sport and recreation | Twice per week | | | | |
| |  |  | | --- | --- | | Emerging community1 | Twice per week | | | | | | |
| |  |  | | --- | --- | | Extractive industry | Three times per week | | | |
| |  |  | | --- | --- | | Mixed use | Three times per week | | |
| |  |  | | --- | --- | | Community facilities (Major health care and Major sports venue) | Three times per week | | | | | | | | | | | | | | | | | | | | | |
| |  |  | | --- | --- | | Community facilities zone (Community purposes, Education purposes and Health care purposes) | Twice per week | | | | | | | | | | | | | | | | | | | | | |
| |  |  | | --- | --- | | Specialised centre | Three times per week | |
| Note—(1) Where the development site is located within a zone that directly adjoins any of the nominated zones the development must either locate servicing areas away from the adjoining zone or minimise service frequency to be compatible with the adjoining zone type (e.g. Mixed use zone adjoining Low density residential zone). | | | | | | | | | | | | | | | | | | | | |

|  |  |
| --- | --- |
| **Reason for change:** Existing content moved. | |
| Table 3—Collection vehicle specifications |

|  |
| --- |
| **Reason for change:** Change to include best practice and update requirements by including a new table and notes. |
| **Table 4—Non-residential refuse generation rates** | |

#### Table 4—Non-residential refuse generation rates

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| |  |  |  |  | | --- | --- | --- | --- | | **Use** | **Rate** | **Refuse** | **Recycling** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Bar/club/nightclub entertainment facility** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Bar (seating for 60 or less people) | L/100m2/day | 50L | 50L | | Club (an association established for social, sporting or other similar purposes) | L/100m2/day | 50L | 50L | | Nightclub entertainment facility | L/100m2/day | 50L | 50L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Childcare centre** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Childcare centre | L/100m2/day | 250L | 120L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Community use** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Library/community hall/community centre/art gallery (no kitchen facilities) | L/100m2/day | 10L | 20L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Library/community hall/community centre/art gallery (with kitchen facilities) | L/100m2/day | 250L | 120L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Food and drink outlet** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Food and drink outlet (if less than 150m2) | L/100m2/day | 300L | 200L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Food and drink outlet (if greater than 150m2) | L/100m2/day | 660L | 200L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Function facility** | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Conference centre/reception centre (no preparation of food or liquor for consumption) | L/100m2/day | 10L | 20L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Conference centre/reception centre (with preparation of food or liquor for consumption) | L/100m2/day | 250L | 120L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Health care service** | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Dental clinics/medical centres/physiotherapy clinic (additional provisions for regulated waste to be provided) | L/100m2/day | 10L | 20L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Hotel** | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Pub/tavern | L/100m2/day | 50L | 50L | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Hotel ancillary use to pub/tavern | L/bed/day | 5L | 5L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Indoor sport and recreation** | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Gym | L/100m2/day | 10L | 10L | | | | | | | | | | | | | | | | |
| |  | | --- | | **Industry** | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Industry | L/100m2/day | 50L | 50L | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Commercial food production | L/100m2/day | 150L | 150L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Office** | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Office | L/100m2/day | 10L | 20L | | | | | | | | | | | | |
| |  | | --- | | **Residential care facility** | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Rooms | L/bed/day | 5L | 5L | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Kitchen facilities/dining facilities | L/100m2/day | 660L | 200L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Retirement facility** | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Retirement living | L/unit/week | 80L | 80L | | | | | | | | |
| |  | | --- | | **Rooming accommodation** | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Hostel/boarding house/student accommodation (off-site) | L/occupant/week | 60L | 60L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Service station** | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Service station | L/100m2/day | 150L | 200L | | | |
| |  | | --- | | **Shop** | | |
| |  |  |  |  | | --- | --- | --- | --- | | Convenience store | L/100m2/day | 60L | 200L | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Retail shop-non-food | L/100m2/day | 25L | 200L | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Hairdresser/barber | L/100m2/day | 60L | 60L | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Department store | L/100m2/day | 50L | 300L | |
| |  |  |  |  | | --- | --- | --- | --- | | Supermarket | L/100m2/day | 250L | 550L | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Specialised grocer (fruit and vegetable etc.) | L/100m2/day | 240L | 120L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Butcher/delicatessen/florist/seafood shop | L/100m2/day | 80L | 50L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Shopping centre** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Shopping centre | L/100m2/day | Combination1 | Combination1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Short Term Accommodation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Serviced apartment | L/unit/day | 35L | 35L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Backpackers | L/occupant/day | 5L | 5L | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Motel/hotel (accommodation room only) | L/occupant/day | 5L | 5L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Motel/hotel (accommodation with in room facilities) | L/occupant/day | 35L | 35L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Showroom** | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Motor vehicle sales showroom | L/100m2/day | 40L | 40L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Bulk stationery supplies/bulky goods sales/bulk home supplies | L/100m2/day | 50L | 150L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| |  | | --- | | **Warehouse** | | | | | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | | Warehouse | L/100m2/day | 15L | 15L | | | | | | | | | | | | | | | | | | | | |
| Note—Ancillary uses are calculated using the appropriate activity use and rate listed in Table 4 above.  Note—(1) Shopping centres are to be calculated utilising rates for individual uses which make up the centre. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

### Schedule 6 Planning scheme policies \ SC6.31 Transport, access, parking and servicing planning scheme policy

#### Table 1—Development type – Minimum standard design service vehicle

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Reason for change:** Change to update requirements. | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Animal keeping in all other cases | RCV | VAN | VAN | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Car wash | RCV | SRV | SRV | | | | | | | | | | | | | | | |
|  | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Childcare centre | RCV | VAN | VAN | | | | | | | | | | | |
|  | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Club in all other cases | RCV | VAN | VAN | | | | | | | | | |
|  | | | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Community residence | RCV | VAN | VAN | | | | | |
|  | | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Health care service | RCV | VAN | VAN | | | | | | | |
|  | | | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Market | RCV | SRV | SRV | | | | | | |
|  | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Service industry | RCV | Refer to Table 3 | Refer to Table 3 | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Shop where liquor store, department store or supermarket | AV | Refer to Table 3 | Refer to Table 3 | | Shop where discount department store or discount variety stores | LRV | | Shop in all other cases | RCV | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Short-term accommodation in all other circumstances | RCV | SRV | SRV | | | | | | | | | | | | | | | | | | | |
|  |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | Veterinary service | RCV | VAN | VAN | | |

#### Table 14—Car parking standards in all other cases

|  |
| --- |
| **Reason for change:** Change to update requirements. |
| |  |  | | --- | --- | |  |  | |  |  | | |

|  |
| --- |
| Appendix 2 Table of amendments |
| **Reason for change:** Reflects details of this package of amendments to planning scheme policies. Table AP2.1—Table of amendments |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | |
| |  |  |  |  | | --- | --- | --- | --- | |  |  |  |  | | 14 November 2023 (adoption) and 8 December 2023 (effective) | v29.00/2023 | Planning scheme policy amendment | Amendment to planning scheme policy (Chapter 3, Part 1 of *MGR*).  Refer to Amendment v29.00/2023 for further detail. | |