9.4 Other development codes

9.4.6 Reconfiguring a lot code

9.4.6.1 Application

1. This code applies to:
   a. code assessable reconfiguring a lot for which the Reconfiguring a lot code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in:
      i. Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment; or
      ii. a table of assessment in section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment.
   b. reconfiguring a lot made impact assessment in:
      i. Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment; or
      ii. a table of assessment in section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment.
2. When using this code, reference should be made to section 5.3.2 - Determining the category of development and category of assessment and, where applicable, section 5.3.3 - Determining the 'assessment benchmarks for assessable development and requirements for accepted development' located in Part 5 - Tables of assessment.

9.4.6.2 Purpose

1. The purpose of the code is to ensure that new lots are of appropriate size, shape, dimension and density to accommodate development.
2. The purpose of the code will be achieved through the following overall outcomes:
   a. Reconfiguring a lot results in:
      i. design outcomes that are consistent with the intended character of the applicable zone, local plan, precinct, and adjoining road;
      ii. new lots of appropriate size, shape and dimension with a diverse mix of lots;
      iii. no additional lots gaining vehicular access from a state-controlled road or urban collector road where within a regulated access area;
      iv. a high quality streetscape, where creating 10 or more lots, that:
         A. provides for a wide variety of frontages;
         B. provides for a noticeable variety of frontages;
         C. avoids a concentration of similar frontages.
      v. access easements that:
         A. are safe and do not adversely affect adjoining premises;

B. allow for on-site refuse collection for large rear lot developments;

vi. creation of lots that enable the siting of buildings to mitigate potential adverse impacts from rural activities, Medium impact industry, High impact industry or Special industry;

vii. the protection of the lawfulness of an approved Multiple dwelling.

9.4.6.3 Assessment benchmarks for assessable development

Part A - Requirements for assessable development

Table 9.4.6.3.1 - Reconfiguring a lot code: assessable development

Performance outcomes	Acceptable outcomes	Comments
For assessable development		
Boundary realignment		
PO1 A boundary realignment results in lots that are consistent with the size and dimension of lots in the zone and precinct.	**AO1** A boundary realignment complies with the standards specified in Table 9.4.6.3.2 - Reconfiguring a lot and Table 9.4.6.3.3 - Reconfiguring a lot: local plans.	**Not Applicable** This development application does not involve a boundary realignment.
PO2 A boundary realignment ensures a use and its necessary associated infrastructure are located on the same lot.	**AO2** A boundary realignment ensures that a building or structure that is not intended for common use and sharing by a formal title arrangement is not located across a boundary or within a setback required elsewhere in the planning scheme.	**Not Applicable** This development application does not involve a boundary realignment.
Design		
PO3 Reconfiguring a lot results in lots of a size, shape, dimension and density that are:	**AO3** Unless involving an approved Multiple dwelling, a new lot complies with:	**Complies**

a. consistent with their intended use and the intended character of the applicable zone, local plan and precinct; b. safely accessed and serviced. Note - Where development is proposed in the Small lot precinct, Suburban precinct or Village precinct of the Low density residential zone, section 6.2.5.2 - Purpose of the Low density residential zone code sets out the intended character of each precinct.	a. Table 9.4.6.3.2 - Reconfiguring a lot; or b. Table 9.4.6.3.3 - Reconfiguring a lot: local plans; or c. a preliminary approval for reconfiguring a lot.	The development fully achieves the preferred minimum lot frontages (12.5m) and minimum lot areas (400m^2) expressed in Table 9.4.6.3.2. Where involving the three rear access lots, the lots fully comply with the design requirements expressed in Table 9.4.6.3.4.
PO4 Reconfiguring a lot results in functional lots that: a. can be safely accessed and egressed by vehicles; b. provide for safe and efficient on-site refuse collection; c. contain the necessary on-site utilities and infrastructure without impacting, or being impacted by, vehicle access and servicing; d. provide durable site access constructed to withstand heavy vehicles.	**AO4.1** Where a passing bay is identified as required in Table 9.4.6.3.4 - Additional requirements for rear lots, lots with driveway access exceeding 30 metres in length provide: a. one passing bay for every 30 metres of length; b. passing bays with a width of 2.5 metres (total driveway width of 5.5 metres) and length of 6 metres with 45 degree tapers as identified in Figure 3.4.5.1.3 - Passing bay dimensions. **AO4.2** Where on-site refuse collection is identified as required in Table 9.4.6.3.4 - Additional requirements for rear lots, lots provide for: a. a refuse collection vehicle to enter and exit	**Performance Outcome** The proposal incorporates two (2) rear access driveways with lengths of 34 metres (slightly exceeding the 30 metres mentioned in AO4.1(a). Of these two rear access handle, only one handle is a shared driveway (i.e., servicing more than the single dwelling on that same lot). An assessment of the suitability of these access arrangements has been carried out at section 6.2 of the Transport Assessment at **Appendix G**, which finds that passing bays is not considered necessary to service the rear access lots. **Complies** Refuse collection will occur on the northern kerbside of the newly constructed Urban Neighbourhood Access Road (UNAR). Refer to the Civil Engineering Assessment Report

	the site in a forward gear; b. a 10.3 metre long refuse collection vehicle to undertake a maximum three point turning manoeuvre with sufficient clearance to any obstructions; c. the access driveway (including crossover) to be designed to withstand heavy vehicles.	(**Appendix E**) and the Trasport Engineering Report (**Appendix G**).
PO5 Reconfiguring a lot is designed to: a. protect significant natural features; b. protect landscape amenity values; c. minimise the amount of excavation and filling. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	**AO5** No acceptable outcome provided.	**Complies** The subject site has no significant natural features or values (refer to the Ecological Assessment Report in **Appendix C**), and earthworks have been minimised – where possible – noting that the subject site must be filled to match levels established by other developments in the area (refer to **section 3.3.5** of the Planning Assessment Report, and the supporting Civil Engineering Assessment Report in **Appendix E**).
PO6 Reconfiguring a lot facilitates a movement network that: a. is permeable; b. supports active transport. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	**AO6** No acceptable outcome provided.	**Complies** Refer to the design philosophy outlined in **section 3.3.2** of the Planning Assessment Report, which explains how the proposed subdivision layout has been designed to achieve an appropriate level of permeability having regard to the characteristics and constraints of the site. The layout provides a logical network of roads and pedestrian connections that facilitate movement through and within the development. The proposal also supports active transport through the provision of enhanced pedestrian connections along the Urban Neighbourhood Access Road (UNAR), together with additional

		developer-funded pedestrian pathway infrastructure along the frontage of the Logan Reserve State School to the north. These works will improve pedestrian connectivity between the development and the broader local movement network. Further discussion of the proposed pathway works is provided in **section 3.3.10** of the Planning Assessment Report.
PO7 Reconfiguring a lot provides that the orientation of a road and lot facilitates the development of energy efficient buildings that respond to local climatic conditions. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	**AO7** No acceptable outcome provided.	**Complies** The proposal involves the creation of north-south orientated roads, which are capable of accommodating energy efficient buildings that respond to local climatic conditions.
PO8 The location and orientation of residential lots enables the siting of buildings to mitigate potential adverse impacts from rural activities, Medium impact industry, High impact industry or Special industry.	**AO8** A lot for a residential purpose is not created within the distances stated for any of the following: a. 1,500 metres of a Special industry; or b. 500 metres of a High impact industry; or c. 500 metres of an Intensive animal industry; or d. 300 metres of an Intensive horticulture or Wholesale nursery; or e. 250 metres of a Medium impact industry.	**Complies** The proposed development is not located within the specified distances of the listed industrial and rural activities.
Where creating 10 or more lots in the Small lot precinct, Suburban precinct or Village precinct of the Low density residential zone		
PO9 Reconfiguring a lot achieves a diverse lot mix and high quality streetscape by: a. providing a wide variety of frontages;	**AO9.1** Reconfiguring a lot is developed in accordance with the diversity standards specified in Table 9.4.6.3.5 - Frontage requirements.	**Complies** As outlined in **section 3.3.3** (and **Table 4**) of the Planning Assessment Report, the proposed development complies with the lot frontage diversity requirements specifies in Table 9.4.6.3.5 of the code:

b. providing lots with noticeable frontage variation when observed from the street. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome. Note - For the purpose of Table 9.4.6.3.5 - Frontage requirements, the frontage of a corner lot is measured from the back of the truncation along the nominated road frontage to the side boundary of the adjoining lot. Planning scheme policy 8 - Urban design provides guidance for measuring the frontage of a corner lot. **AO9.2** Reconfiguring a lot results in no more than three adjoining lots with the same frontage.	- a maximum of 70% of the total number of lots created may be of frontages that are less than 15m. The proposal does not exceed 70% of the overall number of lots; and - a minimum of 30% of lots are required to maintain frontages of 15m or greater. The proposal offers 30% of the overall number of lots with frontages equal to or greater than 15.0m.
Access easement		
PO10 An access easement: a. is fit for its particular purpose; b. has a safe access point; c. provides access and manoeuvring for on-site refuse collection where creating four or more rear lots for residential activities; d. does not adversely affect adjoining premises having regard to any of the following: i. traffic; or ii. accessibility; or iii. parking; or iv. privacy; or v. amenity Editor's note - Planning scheme policy 5 - Infrastructure provides guidance on the design standards for access driveways.	**AO10** No acceptable outcome provided.	**Complies** Proposed Lots 8 and 9 contribute land towards as shared access driveway corridor, which will be maintained under registered easements for access and services. There are no other access easements being contemplated.
Lots adjoining an urban arterial road		
PO11	**AO11**	**Complies**

Reconfiguring a lot is designed to enhance the visual amenity of an urban arterial road and avoids creating a streetscape that is likely to be dominated by fencing ancillary to future land uses.	Reconfiguring a lot that results in lots that adjoin an urban arterial road provides: a. a land dedication of a road for public use to Council between the lot/s adjoining the urban arterial road and the urban arterial road that: i. is a minimum of 3 metres wide; ii. extends for the full length of the lot boundaries that adjoin the urban arterial road; iii. is landscaped with native, locally endemic species at a density sufficient to screen the development from view from the urban arterial road; or b. a constructed road between the lot/s adjoining an urban arterial road and the urban arterial road; or c. a constructed road in accordance with section 7.2 of Planning scheme policy 5 - Infrastructure where located within a general planning layout area. Note - AO11(c) only applies to development identified in a general planning layout in section 7.2 of Planning scheme policy 5 - Infrastructure.	The subject site adjoins an urban arterial single carriageway road, being Logan Reserve Road. A land dedication is provided at the eastern site boundary for future road widening and verge enhancement works. None of the proposed residential lots will adjoin or directly access Logan Reserve Road (the proposed new lots would obtain vehicular access from a through road provided by the development to the south of the site (Council reference: COM/21/2022)).
Approved multiple dwellings		
PO12 Reconfiguring a lot where material change of use has been granted for three or more multiple dwellings does not compromise the lawfulness and function of the approved use.	**AO12** Reconfiguring a lot where material change of use has been granted for three or more dwellings: a. ensures the dwellings are completed in accordance with the approved plan of development associated with the material change of use; b. does not result in a building that straddles a boundary;	**Not Applicable** The proposed subdivision is not associated with any approved Material Change of Use for Multiple Dwellings.

	c. does not compromise the use of a multiple dwelling as a self-contained residence.	
PO13 Reconfiguring a lot where a material change of use has been granted for three or more dwellings: a. is in the form of a community title scheme with a body corporate to ensure equitable and ongoing maintenance of any shared facilities or infrastructure; or b. establishes freehold lots only if: i. all the proposed lots have direct road frontage to a dedicated constructed road; ii. equitable and ongoing maintenance of any shared facilities or infrastructure is provided.	**AO13** No acceptable outcome provided.	**Not Applicable** The proposed subdivision is not associated with any approved Material Change of Use for Multiple Dwellings.
Where within a regulated access area		
PO14 Development within Figure 9.4.6.3.1 - Regulated access area: a. does not result in additional lots gaining vehicular access from Beenleigh-Redland Bay Road or California Creek Road; b. supports the extension of the local access road network.	**AO14** Development is designed to comply with Figure 9.4.6.3.1 - Regulated access area.	**Not Applicable** The proposed development is not located within the Regulated access area.
Where within a local plan area		
PO15 Development provides streetscape elements in accordance with the streetscape sections specified in the relevant local plan.	**AO15** No acceptable outcome provided.	**Not Applicable** The proposed development is not subject to any local plan area.

9.4.4 Landscape code

9.4.4.1 Application

1. This code applies to:
   a. material change of use:
      i. that is accepted development (subject to requirements) and code assessable and for which the Landscape code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in a table of assessment in section 5.5 - Categories of development and assessment - Material change of use in Part 5 - Tables of assessment;
      ii. that is made impact assessment in a table of assessment in section 5.5 - Categories of development and assessment-Material change of use or section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment;
   b. reconfiguring a lot:
      i. that is code assessable and for which the Landscape code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment;
      ii. made impact assessment in Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment;
   c. operational work that is landscape work:
      i. that is accepted development (subject to requirements) and for which the Landscape Code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column Table 5.8.1 - Operational work in Part 5 - Tables of assessment.
2. When using this code, reference should be made to section 5.3.2 - Determining the category of development and category of assessment and, where applicable, section 5.3.3 - Determining the 'assessment benchmarks for assessable development and requirements for accepted development' located in Part 5 - Tables of assessment.

9.4.4.2 Purpose

1. The purpose of the code is to enhance visual amenity of the built and natural environment.
2. The purpose of the code will be achieved through the following overall outcomes:
   a. Landscaping is designed and located to:
      i. enhance the amenity of premises;
      ii. enhance streetscapes;
      iii. protect the movement network;

iv. be responsive to site conditions;
v. retain significant on-site vegetation, where practicable;
vi. protect a building and infrastructure;
vii. be cost effective to maintain;
viii. buffer incompatible uses;
ix. protect public open space from encroachment by existing or future uses;
x. protect personal health and safety;
xi. rehabilitate degraded areas;

b. A degraded area is rehabilitated with endemic species.

9.4.4.3 Assessment benchmarks for assessable development and requirements for accepted development

Part A - Requirements for accepted development (subject to requirements) and assessment benchmarks for assessable development

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

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Landscape design		
PO1 Development provides landscaping that is designed and located to: a. enhance the visual amenity of premises; b. provide street trees; c. protect the movement network by: i. maintaining pedestrian accessibility; ii. not obstructing sightlines for pedestrians, cyclists and motorists; iii. being consistent with the function of the road;	**AO1** Landscape work is carried out in accordance with a landscape site analysis and landscape concept plan prepared in accordance with part 2 of Planning scheme policy 5 - Infrastructure.	**Not Applicable** The proposed development is for a Subdivision. Street tree planting will be carried out at the Operational Works stage (generally in accordance with the landscape concept shown in **Appendix H**).

iv. being of a scale that is in proportion with the road width; d. be responsive to and compatible with soil conditions, topography and micro climate; e. utilise species selection that: i. is suitable for the available space and growing conditions; ii. incorporates, where practicable, native vegetation in public open space and roads; f. protect, where practicable, existing native trees; g. conserve energy and water; h. incorporate water sensitive urban design principles; i. prevent pondage and manage overland flow; j. act as a buffer to screen adverse visual impact of development and incompatible uses; k. define the common boundary and prevent encroachment of existing and future uses into public open space; l. rehabilitate degraded areas on the premises; m. be easily maintained. Editor's note - section 4.2 - Guidelines for landscaping in Planning scheme policy 5 - Infrastructure sets out requirements in relation to these elements.		

9.4.7 Servicing, access and parking code

9.4.7.1 Application

1. This code applies to:
   a. material change of use:
      i. that is accepted development (subject to requirements) or code assessable and for which the Servicing, access and parking code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in a table of assessment in section 5.5 - Categories of development and assessment - Material change of use in Part 5 - Tables of assessment;
      ii. that is made impact assessment in a table of assessment in section 5.5 - Categories of development and assessment - Material change of use or section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment;
   b. reconfiguring a lot:
      i. that is code assessable and for which the Servicing, access and parking code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment;
      ii. made impact assessable in Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment;
   c. operational work being a driveway crossover or infrastructure work that is constructing a car park area that is accepted development (subject to requirements) or code assessable and for which the Servicing, access and parking code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column Table 5.8.1 - Operational work in Part 5 - Tables of assessment.
2. When using this code, reference should be made to section 5.3.2 - Determining the category of development and category of assessment and, where applicable, section 5.3.3 - Determining the 'assessment benchmarks for assessable development and requirements for accepted development' located in Part 5 - Tables of assessment.

9.4.7.2 Purpose

1. The purpose of the code is to ensure that development satisfies the demand for parking and provides safe, functional and legible parking, access and servicing.
2. The purpose of the code will be achieved through the following overall outcomes:
   a. parking, access and servicing areas:
      i. satisfy the expected demand for the number and type of vehicles, motorcycles and bicycles;

ii. are safe and functional and have easy way finding;
iii. protect the movement network.

9.4.7.3 Assessment benchmarks for assessable development and requirements for accepted development

Part A - Requirements for accepted development (subject to requirements) and assessment benchmarks for assessable development

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

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Provision of parking spaces for vehicles		
PO1 Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to: a. the particular circumstances of the premises including the: i. nature, intensity and hours of operation of the use; ii. desirability of providing a car park and attracting vehicles to the premises; iii. maximum number of employees and customers to be on the premises at any one time; iv. size, levels and dimensions of the premises;	**AO1** Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided: a. for a use listed in Table 9.4.7.3.2 - Vehicle parking and servicing, to comply with columns 2 to 5 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. for a use not listed in Table 9.4.7.3.2 - Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of Planning scheme policy 5 - Infrastructure. Editor's note - For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5 - Carparking spaces for people with a disability in the Building Code of Australia.	**Not Applicable** The development is for a Subdivision to provide for future residential development. All proposed lots have ample area and dimensions to accommodate onsite parking, which may be incorporated into the design of any future dwellings.

b. the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.		
PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate where: a. for an Accommodation activity; or b. not for an Accommodation activity, access to car parking areas is obstructed during hours of operation.	**AO2** Development with a security gate provides visitor vehicle parking that complies with Table 9.4.7.3.4 - Visitor parking spaces for uses incorporating a security gate.	**Not Applicable** The proposed development does not include a security gate.
PO3 A car park not being a Parking station provides free and unobstructed access for the use by employees and visitors during the normal hours of operation of the use.	**AO3** A use, other than a Residential activity or a Parking station, provides vehicle parking that: a. is kept, used and maintained exclusively for car parking; b. is accessible to all employees and visitors during the normal hours of operation of the use with no encumbrance, fee or charge; c. does not have a gate, door or similar device that restricts vehicular access by employees or visitors.	**Not Applicable** The proposed development is for residential activity and does not include a designated car parking area.
Provision of motorcycle parking		
PO4 Motorcycle parking is provided that is safe and functional.	**AO4** Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004 - Parking facilities - Off street car parking.	**Not Applicable** The development is for a Subdivision and does not require motorcycle parking.
Provision of bicycle parking		
PO5	**AO5**	**Not Applicable**

Bicycle parking facilities are provided that: a. satisfy the likely demand for bicycle parking; b. are functional; c. are located close to a pedestrian entry to a building.	Bicycle parking facilities comply with: a. the rate specified in column 7 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. AS2890.3-1993 - Bicycle parking facilities.	The development is for a Subdivision and does not require bicycle parking.
Provision of vehicle manoeuvring area		
PO6 Development provides a safe and functional vehicle manoeuvring area.	**AO6** Development provides a vehicle manoeuvring area that: a. enables vehicles to enter and exit the site in a forward motion where the development: i. is non-residential development; or ii. is for five or more dwellings; b. accommodates the design vehicle specified in Table 9.4.7.3.5 - Design vehicle for a manoeuvring area; c. complies with section 3.4.4.10 - Manoeuvring areas of Planning scheme policy 5 - Infrastructure.	**Complies** The development is for a Subdivision. Refuse collection will occur on the northern kerbside of the newly constructed Urban Neighbourhood Access Road (UNAR). Refer to the Civil Engineering Assessment Report (**Appendix E**) and the Trasport Engineering Report (**Appendix G**).
Vehicle washing bay		
PO7 A vehicle washing bay does not cause environmental harm.	**AO7** A vehicle washing bay provides that run off is discharged to: a. a grassed area or permeable landscape area; or b. the sewerage system.	**Not Applicable** The development is for a Subdivision and does not require vehicular washing bays.
Car park access		
PO8	**AO8** Vehicular queuing space to a car parking area:	**Not Applicable**

Vehicular access to a car parking area has sufficient queuing space to ensure a vehicle does not queue on a road, cycleway or footpath.	a. does not provide a turning movement, intersecting aisle or a speed hump in a queuing area; b. complies with Table 9.4.7.3.3 - Queuing spaces; c. complies with Table 9.4.7.3.6 - Queuing requirements for particular uses.	The development is for a Subdivision and does not include a designated car parking area.
Access and driveways		
PO9 A driveway is safe, functional and does not adversely affect infrastructure.	**AO9** A driveway is designed and constructed to comply with section 3.4.5 - Design standards for access and driveways of Planning scheme policy 5 - Infrastructure.	**Complies** Each new allotment will be capable of accommodating a driveway crossover that complies with Council's design standards. Refer to the Civil Engineering Assessment Report (**Appendix E**) and the Trasport Engineering Report (**Appendix G**).
Design and construction of a car parking area		
PO10 A car parking area is designed to: a. provide easy way finding for pedestrians, cyclists and motorists; b. provide appropriately sized and line marked spaces in accordance with relevant Australian standards; c. provide a convenient and safe pedestrian network; d. provide safe and efficient vehicle circulation; e. provide a progressive reduction in the speed environment in moving between the road and a parking space; f. provide a safe sight distance at a potential conflict point;	**AO10** A car parking area is designed and constructed in accordance with section 3.4.6 - Design standards for car parking of Planning scheme policy 5 - Infrastructure.	**Not Applicable** The development is for a Subdivision and does not include a designated car parking area.

g. provide for efficient and simple parking space search patterns; h. provide for uncongested public transport and service vehicle movements through the premises; i. keeps a heavy vehicle out of a parking aisle; j. ensure no heavy vehicle reverses across a pathway; k. prevent parking off a circulation road; l. prevent an adverse impact on the safety and efficiency of the existing or planned movement network; m. prevent a motorist from reversing on a road; n. prevent an unnecessary space that encourages illegal parking; o. address safety of users through appropriate lighting; p. be appropriately landscaped; q. be surfaced so as to be useable in all weather conditions; r. manage stormwater flows.		
Waste management		
PO11 Development layout provides for refuse servicing which: a. is located wholly within the site; b. is clearly defined, safe and easily accessible; c. is designed to contain potential adverse impacts of servicing within the site;	**AO11.1** Development ensures that an on-site service bay for refuse collection is designed: a. to cater for the relevant refuse collection vehicle in Planning scheme policy 9 - Waste management; b. to ensure that the refuse collection vehicle can enter and exit the site in a forward motion;	**Not Applicable** The development is for a Subdivision and does not include a service bay for refuse collection. Refuse collection will occur on the northern kerbside of the newly constructed Urban Neighbourhood Access Road (UNAR). Refer to the Civil Engineering Assessment Report (**Appendix E**) and the Trasport Engineering Report (**Appendix G**).

d. does not detract from the aesthetics or amenity of the surrounding area.	c. to be located away from street frontages and screened from adjoining premises. **AO11.2** Development provides on-site refuse collection and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in Planning scheme policy 5 - Infrastructure.	
For assessable development		
Vehicle queuing		
PO12 Queuing associated with a drive through facility (including Service stations and Car washes) does not cause blockages to traffic on the road network. Note - Planning scheme policy 5 - Infrastructure provides guidelines on how to achieve this outcome.	**AO12** No acceptable outcome provided.	**Not Applicable** The development is for a Subdivision for residential purposes and does not incorporate a drive through facility.

Table 9.4.7.3.2 - Vehicle parking and servicing

Column 1 Use[1]	Column 2 Minimum number of parking spaces[2]	Column 3 Minimum number of parking spaces for a: a. Centre zone where a principal centre or major centre; b. Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum number of bicycle spaces
Adult store	1 space per 17m² of GFA	1 space per 100m² of GFA	√ (if more than 500m² GFA)	Not required	1 space per 400m² GFA / employee; plus 1 visitor space per 500m² GFA
Agricultural supplies store	1 space per 100m² of site area	Not applicable	√	Not required	No minimum
Animal husbandry	No minimum	Not applicable	Not required	Not required	No minimum
Animal keeping	A minimum of either: a. 4 spaces, if the premises is used for the boarding of animals; or	Not applicable	Not required	Not required	No minimum

	b. 2 spaces, if the premises is not used for the boarding of animals.				
Aquaculture	1 space per employee; plus 1 visitor space.	Not applicable	√	Not required	No minimum
Bar	1 space per 10m² of GFA bar area (excluding staff only areas); plus 1 space per 3 gaming machines for gaming machines	1 space per 100m² of GFA.	√	Not required	No minimum
Brothel	5 spaces per 100m^2 of GFA	Not applicable	Not required	Not required	No minimum
Bulk landscape supplies	1 space per 400m² of site area with a minimum of 6 spaces	Not applicable	√	Not required	No minimum
Caretaker's accommodation	1 covered space	Not applicable	Not required	Not required	No minimum
Car wash	1 space per employee if not part of a Service station	1 space per employee if not part of a Service station.	Not required	Not required	No minimum
Childcare centre	1 space per equivalent full time employee based on the maximum number of employees on the premises at any one time plus 1 space per 10 approved places for children	1 space per equivalent full time employee based on the maximum number of employees on the premises at any one time plus 1 space per 10 approved places for children	√	Not required	No minimum

Club	1 space per 30m² of GFA	1 space per 100m² of GFA	√	√ (if more than 2,000m² GFA)	No minimum
Community care centre	1 space per equivalent full time employee, based on the maximum number of employees on the premises at any one time plus 1 space per 10 visitors	1 space per equivalent full time employee, based on the maximum number of employees on the premises at any one time plus 1 space per 10 visitors	√	√	No minimum
Crematorium	1 space per employee	Not applicable	√	√	No minimum.
Cropping	No minimum	Not applicable	√	Not required	No minimum
Dual occupancy	2 spaces per dwelling, 1 of which is covered	Not applicable	Not required	Not required	No minimum
Dwelling unit	1 space	Not applicable	Not required	Not required	No minimum
Educational establishment	1 space per employee; plus 1 space per 5 students for year 12 students and above; plus 1 visitor space per 10 students and 1 bus space per 50 students	1 space per 1 employee; plus 1 space per 5 students for year 12 students and above; plus 1 visitor space per 10 students and 1 bus space per 50 students	√	√	Not specified Note - Part MP4.1 - Sustainable Buildings of the QDC contains requirements for End of Trip Facilities.

Emergency services	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time	Not applicable	√	√	No minimum
Environment facility	No minimum	Not applicable	Not required	Not required	No minimum
Extractive industry	No minimum	Not applicable	Not required	Not required	No minimum
Food and drink outlet	1 space per 10m² of GFA up to 400m² GFA, thereafter 1 space per 20m² GFA; plus 2 spaces per 10m² of floor area for an outdoor seating area.	1 space per 100m² of GFA	√	Not required	1 space per 30m² GFA.
Function facility	1 space per 17m² of GFA	1 space per 100m² of GFA	√	√ (if more than 2,000m² GFA)	No minimum
Funeral parlour	1 space per employee; plus 1 space per 10m² of GFA associated with a chapel	Not applicable	√	√	No minimum
Garden centre	1 space per 300m² of display area with a minimum of 6 spaces; plus 1 space per 20m² of indoor retail use area	Not applicable	√	Not required	No minimum
Hardware and trade supplies	1 space per 60m² of GFA	Not applicable	√	Not required	No minimum
Health care service	1 space per 10m² of GFA; plus 1 ambulance space	Not applicable	√	√	1 space per 400m²

					GFA for employees; plus 1 visitor space per 200m² GFA
High impact industry	1 space per 150m² of GFA up to 900m²; plus 1 space per 200m² GFA thereafter	Not applicable	√	Not required	1 space per 800m² GFA for employees.
Home-based business (not being guest accommodation)	1 space plus 1 space per non- resident staff member in addition to the spaces required for the Dwelling house or Dwelling unit	Not applicable	Not required	Not required	No minimum
Home-based business (being guest accommodation)	1 space per bedroom to be utilised for the guest accommodation in addition to the spaces required for the Dwelling unit	Not applicable	Not required	Not required	No minimum
Hospital	1 space per 10m² of GFA; plus 1 ambulance space	Not applicable	√	√	Not specified Note - Part MP4.1 - Sustainable Buildings of the QDC contains requirements for End of

					Trip Facilities.
Hotel	1 space per guest room; plus 1 space per 10m² of GFA for lounge, bar and beer garden area (excluding staff only areas); plus 1 space per 35m² GFA of liquor sales area; plus 1 space per 5m² of GFA for gaming machines	1 space per 100m² of GFA	√	√	1 space per 50m² of GFA for lounge, bar and beer garden area; plus 1 space per 60m² of GFA for gaming machines
Indoor sport and recreation	1 space per 15m² of GFA	1 space per 15m² of GFA	√	√	3 spaces; plus 1 space per 50m² GFA for visitors
Intensive animal industry	1 space	Not applicable	Not required	Not required	No minimum

Intensive horticulture	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time	Not applicable	Not required	Not required	No minimum
Landing	No minimum	Not applicable	Not required	Not required	No minimum
Low impact industry	1 space per 50m² of GFA up to 500m²; plus 1 space per 100m² GFA thereafter	Not applicable	√	Not required	1 space per 800m² GFA for employees
Major electricity infrastructure	No minimum	Not applicable	Not required	Not required	No minimum
Market	1 space per 5m² of GFA of the stalls and the displays	Not applicable	√	Not required	1 space per 10 stalls
Medium impact industry	1 space per 80m² of GFA up to 500m²; plus 1 space per 100m² GFA thereafter	Not applicable	√	Not required	1 space per 800m² GFA for employees
Multiple dwelling	In the Loganlea local plan: • 1.15 covered spaces for dwellings comprising less than 2 bedrooms; • 1.3 covered spaces for dwellings comprising 2 or more bedrooms;	1 covered space per dwelling	√	√	1 space per 3 dwelling units plus 1 visitor space

	• 1 vehicle washing space where the use comprises more than 15 dwellings; and • 0.4 visitor space per dwelling.				per 12 dwelling units
	For all other land (unless Column 3 applies): • 1.5 covered spaces for dwellings comprising less than 2 bedrooms; • 2 spaces, including 1 covered space, for dwellings comprising 2 or more bedrooms; • 0.25 visitor space per dwelling; and • 1 vehicle washing space where the use comprises more than 15 dwellings				
Nightclub entertainment facility	1 space per 100m² of GFA plus 1 space per employee	Not applicable	√	√	No minimum
Office	1 space per 20m² of GFA of any storey at ground level; plus 1 space per 30m² of GFA of any other storey with a minimum of 4 spaces; plus 2 visitors' spaces	1 space per 100m² of GFA	√	√	Not specified. Note - Part MP4.1 - Sustainable Buildings of the QDC

					contains requirements for End of Trip Facilities.
Outdoor sales	1 space per 300m² of display area; plus 1 space per 1.5 employees	Not applicable	Not required	Not required	No minimum
Outdoor sport and recreation (where a bowling green)	4 spaces for the first rink; plus 2 spaces for the subsequent rink	4 spaces for the first rink; plus 2 spaces for the subsequent rink	√	√	No minimum
Outdoor sport and recreation (where a court game)	4 spaces per court	4 spaces per court	Not required.	√	No minimum
Outdoor sport and recreation (where a golf course)	40 spaces per 9 hole course or 80 spaces for 18 hole course	Not applicable	√	√	No minimum
Outdoor sport and recreation (where a golf driving range)	1 space per tee off area; plus 1 space per 20m² GFA of bar, lounge and other entertainment areas	Not applicable	Not required	√	No minimum
Outdoor sport and recreation (where a swimming pool)	15 spaces; plus 1 space per 100m² of site area	15 spaces; plus 1 space per 100m² of site area	√	√	2 spaces per 20m² of pool area

Outdoor sport and recreation (where outdoor field games)	15 spaces per field	Not applicable	√	√	No minimum
Outdoor sport and recreation (where a sport arena)	1 space for every 3 seats plus 1 bus space per 100 seats	1 space for every 3 seats; plus 1 bus space per 100 seats	√	√	1 space per 250 seats
Outdoor sport and recreation (other than those above)	1 space per 15m² of GFA	1 space per 15m² of GFA	√	√	No minimum
Park	No minimum	Not applicable	Not required	Not required	No minimum
Parking station	No minimum	Not applicable	Not required	Not required	No minimum
Permanent plantation	No minimum	Not applicable	Not required	Not required	No minimum
Place of worship	1 space per 10m² of GFA	Not applicable	√	√	No minimum
Port service (where a marina)	1 space per 10 berths	Not applicable	Not required	Not required	No minimum
Relocatable home park	1 space per dwelling; plus visitor car parking of 1 space per 5 dwellings; plus 1 vehicle washing space per 50 dwellings	Not applicable	Not required	Not required.	No minimum.

Renewable energy facility	No minimum	Not applicable	Not required	Not required.	No minimum
Research and technology industry	1 space per 50m² of GFA up to 500m²; plus 1 space per 100m² GFA thereafter	Not applicable	√	Not required.	1 space per 800m² GFA for employees
Residential care facility	1 space per 5 beds; plus 1 space per full time employee; plus 1 ambulance parking space	1 space per 5 beds; plus 1 space per full time employee; plus 1 ambulance parking space	√	√	No minimum
Resort complex	1 space per guest room; plus 1 space per 10m² of GFA for lounge, bar and beer garden area (excluding staff only areas); plus 1 space per 35m² GFA of liquor sales area; plus 1 space per 5m² of GFA for gaming machines	1 space per 100m² of GFA	√	√	1 space per 50m² of GFA for lounge, bar and beer garden area; plus 1 space per 60m² of GFA for gaming machines
Retirement facility	1 space per self-contained unit; plus 1 visitor space per 10 units; plus 1 space per	1 space per self-contained unit; plus 1 visitor space per 10 units; plus 1 space per fulltime employee; plus 1 ambulance parking space	√	√	No minimum

	fulltime employee 1 ambulance parking space				
Roadside stall	No minimum	Not applicable	Not required	Not required	No minimum
Rooming accommodation	0.25 spaces per rented room	0.25 spaces per rented room	Not required	Not required	1 space per 4 rented room
Rural industry	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time	Not applicable	√	Not required	No minimum
Rural workers' accommodation	1 space per bedroom	Not applicable	Not required	Not required	No minimum
Sales office	1 space per employee where for an estate Sales office or display dwelling. 1 space per employee with a minimum of 4 spaces where for a cluster of display dwellings	1 space per employee with a minimum of 4 spaces	Not required	Not required	1 space per 200m² GFA for employees
Service industry (where a car rental establishment)	1 space per 25m² of GFA; plus 1 space per 1.5 vehicles in a hire vehicle fleet that may be provided in tandem	1 space per 100m² of GFA; plus 1 space per 1.5 vehicles in a hire vehicle fleet that may be provided in tandem	Not required	Not required	1 space per 200m² GFA for employees

Service industry (where not a car rental establishment)	1 space per 25m² of GFA	1 space per 100m² of GFA	Not required	Not required	1 space per 200m² GFA for employees
Service station	2 spaces; plus 1 space per 25m² of GFA for a Shop of less than 150m²; plus 1 spaces per 20m² of GFA of Shop area exceeding 150m²; plus 1 space per 10m² of GFA for food and drink outlet; plus 5 spaces per vehicle service bay. Editor's note-tandem car parking is acceptable for service or staff vehicles	2 spaces; plus 1 spaces per 25m² of GFA for a Shop of less than 150m²; plus 1 spaces per 20m² of GFA of Shop area exceeding 150m²; plus 1 space per 10m² of GFA for food and drink outlet; plus 5 spaces per service bay. Editor's note-tandem car parking may be acceptable for service or staff vehicles	√	Not required	1 space per 200m² GFA for employees
Shop	1 space per 17m² of GFA	1 space per 100m² of GFA	√	Not required	1 space per 300m^2 GFA
Shopping centre	1 space per 17m² of GFA for a floor area of 1-10,000m² GFA 1 space per 20m² of GFA for a floor area >10,000-30,000m² GFA. 1 space per 23m² of GFA for a floor area of >30,000m² GFA	1 space per 100m² of GFA	√	√	Not specified. Note - Part MP4.1 - Sustainable Buildings of the QDC contains requirements for End of

					Trip Facilities.
Short-term accommodation	1 space per residential unit; plus 1 visitor space per 2 residential units; plus 1 space for a manager resident on the premises; plus 1 space for 20m² of GFA of a restaurant, common room, catering and conference facility. 1 vehicle washing space.	1 space per unit	√	√	1 space per 5 residential units plus 1 visitor space per 4 residential units
Showroom	1 space per 35m² of GFA	Not applicable	√	Not required	1 space per 750m² GFA for employees; plus 1 visitor space per 1,000m² GFA
Special industry	1 space per 150m² of GFA up to 900m²; plus 1 space per 200m² GFA thereafter	Not applicable	√	Not required	1 space per 800m² GFA for employees
Substation	1 space	Not applicable	Not required	Not required	No minimum
Telecommunications facility	1 space per employee with a minimum of 2 spaces	Not applicable	Not required	Not required	No minimum

Theatre	1 space per 8 seats	1 space per 100m² of GFA	Not required	Not required	No minimum
Transport depot	1 car space for every truck space; plus 1 space per 2 non-driver employees	Not applicable	√	Not required	No minimum
Tourist park	1 space per site; plus 1 visitor space per 10 sites; plus 1 vehicle washing space per 20 sites; plus 1 space for a manager resident on the premises	Not applicable	Not required	Not required	No minimum
Utility installation	1 space per employee with a minimum of 2 spaces	Not applicable	√	Not required	No minimum
Veterinary service	1 space per 30m² of GFA	Not applicable	√	√	No minimum
Warehouse (not being a mini-storage establishment)	1 space per 100m² of GFA	Not applicable	√	Not required	No minimum
Warehouse (being a mini-storage establishment)	1 space per 100 storage units; plus 1 space per employee Minimum traffic circulation accessway width of 6.5m	Not applicable.	√	Not required	No minimum
Wholesale nursery	1 space per employee; plus 1 visitor space.	Not applicable	√	Not required	No minimum
Winery	1 space per 10m² of GFA up to 400m² GFA for retail and dining areas only, thereafter 1 space per 20m² GFA for	1 space per 100m² of GFA	√	Not required	1 space per 30m²

	retail and dining areas only; plus 2 spaces per 10m² of floor area for an outdoor seating area.				GFA for retail and dining areas only

Note - [1] Where the premises are used for more than one use, the rates for each use are applicable.

Note - [2] Where the calculated number of spaces is not a whole number, the number of spaces is rounded to the higher whole number.

Table 9.4.7.3.3 - Queuing spaces

Column 1 Static capacity of car park	Column 2 Minimum number of vehicles in queue [1]
1-25	1
26-60	2
61-100	3
>100	The number calculated complies with Table 3.3 of AS 2890.1:2004 Parking facilities - Off-street car parking

Note - For the purposes of calculating queue length, each car length is 6 metres and the queue distance is measured from the boundary of the premises at a crossover to the first available car parking space on the premises.

Table 9.4.7.3.4 - Visitor parking spaces for uses incorporating a security gate

Column 1 Total number of visitor car parking spaces provided on the premises	Column 2 Minimum number of visitor car parking spaces required in front of a security gate

<6	0
6-10	2
11-20	4
21-30	6
31-40	8
41-50	10
>50	Visitor car parking spaces to accommodate the amount of vehicular traffic likely to be generated by the use

Table 9.4.7.3.5 - Design vehicle for a manoeuvring area

Column 1 **Use or user class**	**Column 2** **Design vehicle[1]**
Adult store	SRV, if less than 500m² GFA MRV if 500m² or greater GFA
Agricultural supplies store	AV
Animal keeping	MRV
Aquaculture	HRV
Bulk landscape supplies	HRV
Childcare centre	SRV
Club	HRV
Community care centre	MRV
Crematorium	SRV

Cropping	AV
Educational establishment	HRV/bus
Environment facility	HRV
Food and drink outlet	MRV, if less than200m² GFA HRV, if 200m² or greater GFA
Function facility	HRV
Funeral parlour	SRV
Garden centre	HRV
Hardware and trade supplies	HRV
Health care service	SRV
High impact industry	AV
Hotel	HRV
Indoor sport and recreation	HRV
Intensive animal industry	AV
Intensive horticulture	AV
Low impact industry	HRV
Market	HRV
Medium impact industry	HRV
Multiple dwelling	SRV if comprising 6 to 10 dwellings; HRV if comprising more than 10 dwellings
Night club entertainment facility	HRV
Office	MRV, if less than 1,000m² GFA

	HRV, if 1,000m² or greater GFA
Outdoor sales	AV
Outdoor sport and recreation	HRV/bus
Parking station	B99
Place of worship	SRV
Research and technology industry	HRV
Residential care facility	HRV
Relocatable home park	HRV = bus
Retirement facility	HRV = bus
Rooming accommodation	HRV
Rural industry	AV
Service industry	AV
Service station	AV
Shop	MRV, if less than 500m² GFA HRV, if 500m² or greater GFA
Shopping centre	AV
Short term accommodation	HRV
Showroom	HRV
Theatre	HRV
Transport depot	AV
Utility installation	HRV

Wholesale nursery	AV
Warehouse (where a mini storage establishment)	HRV
Warehouse	AV/HRV
Veterinary service	SRV
Use not specific in column 1	Design vehicle specified by the local government

Editor's note - B99 = a car
Editor's note - SRV = a small rigid vehicle or ambulance
Editor's note - MRV = a medium rigid vehicle
Editor's note - HRV = a heavy rigid vehicle
Editor's note - AV = an articulated vehicle

Table 9.4.7.3.6 - Queuing requirements for particular uses

Use	Minimum provisions for queuing (in addition to Table 9.4.7.3.3 - Queuing spaces)
Car wash	4 vehicles per car wash bay
Food and drink outlet	10 vehicles per drive through facility
Hardware and trade supplies	8 vehicles in any drive in
Hotel	12 vehicles per drive through facility
Resort complex	12 vehicles per drive through facility
Service station	3 vehicles from a fuel outlet. Where a Car wash is associated with the Service station, at least 4 vehicles are provided before the Car wash entrance
Short-term accommodation	2 vehicles at the entry of the site
Tourist park	2 vehicles at the entry of the site

8.2.9 Regional infrastructure corridors and substations overlay code

8.2.9.1 Application

1. This code applies to accepted development (subject to requirements) and assessable development for which the Regional infrastructure corridors and substations overlay code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.10.9.1 - Regional infrastructure corridors and substations overlay map OM-09.00 in Part 5 - Tables of assessment.
2. When using this code, reference should be made to section 5.3.2 - Determining the criteria of development and category of assessment and, where applicable, section 5.3.3 - Determining the requirements for accepted development and assessment benchmarks and other matters for assessable development located in Part 5 - Tables of assessment.

8.2.9.2 Purpose

1. The purpose of the code is to protect:
    a. the health, safety and amenity of the community;
    b. existing and the future locations of regional infrastructure corridors, substations, bulk water supply facilities and wastewater facilities.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development:
        i. protects the health and safety of the community;
        ii. co-locates new regional infrastructure in existing regional infrastructure corridors where practicable;
        iii. protects regional infrastructure;
        iv. provides access to regional infrastructure at all times;
        v. provides and maintain buffers to regional infrastructure.

8.2.9.3 Assessment benchmarks for assessable development and requirements for accepted development

Part A - Requirements for accepted development (subject to requirements) and assessment benchmarks for assessable development

Table 8.2.9.3.1 - Regional infrastructure corridors and substations overlay code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Community health and safety		
PO1 A use does not result in an unacceptable health or safety risk to the community from extremely low frequency magnetic field from powerline infrastructure identified on Regional infrastructure corridors and substations overlay map OM-09.01. Note - ARPANSA draft standard, 2008 outlines the appropriate measures to be taken into consideration to achieve this outcome.	**AO1** A use is located outside the 275kV powerline buffer area identified on Regional infrastructure corridors and substations overlay map OM-09.01.	**Complies** The subject site is not mapped as being within a 275kV powerline buffer area.
PO2 A sensitive land use is located a sufficient distance from a substation and wastewater facility identified on Regional infrastructure corridors and substations overlay map OM-09.01 to prevent an unacceptable health or safety risk to the community from a substation or wastewater facility.	**AO2** A sensitive land use: a. has a minimum boundary clearance of 100 metres from a Substation identified on Regional infrastructure corridors and substations overlay map OM-09.01; b. is located outside the Wastewater facility buffer area identified on Regional infrastructure corridors and substations overlay map OM-09.01.	**Complies** The proposed development is not located within 100m of a substation. The proposed development is located outside of the wastewater facility buffer area.
Protection of electricity infrastructure		
PO3	**AO3**	**Complies** The 110kV powerline buffer is located over the eastern part of the subject site adjoining Logan

Development of premises adjoining a 110kv or 275kv powerline identified on Regional infrastructure corridors and substations overlay map OM-09.01 whether or not in an electricity easement, takes into account the impacts of 'sag' and 'swing'.	Development of premises adjoining a 110kV or 275kV powerline corridor identified on Regional infrastructure corridors and substations overlay map OM-09.01 complies with the mandatory clearance from any proposed buildings, structures and operational equipment to existing power lines specified in Schedules 4 and 5 of the *Electrical Safety Regulation 2013*.	Reserve Road. This area has wholly been included in the proposed drainage Lot 900 (and Logan Reserve Road road widening) – all proposed new residential lots are located outside of this mapped buffer area. Pre-lodgement engagement has been carried out with Energy Queensland (see commentary at **section 2.9.3** of the Planning Assessment Report) which confirmed that the proposed residential lots are setback from the corridor by a sufficient distance to accommodate any required exclusion zone.
Protection of water infrastructure		
PO4 Development protects bulk water infrastructure identified on Regional infrastructure corridors and substations overlay map OM-09.01 by: a. locating outside an easement for the pipeline; b. having an adequate boundary clearance to protect its operation.	**AO4** Development is not located within the water pipeline corridor identified on Regional infrastructure corridors and substations overlay map OM-9.01.	**Complies** The proposed development is not located within the water pipeline corridor.
Protection of petroleum pipeline infrastructure		
PO5 Development does not compromise the operation of a Petroleum pipeline identified on Regional infrastructure corridors and substations overlay map OM-09.01.	**AO5** Development is not located on: a. Emt D SP147672; or b. Emt A RP104128; or c. Emt B RP119561.	**Complies** The proposed development is not located within the listed easements.
Access for infrastructure providers		

PO6 Access to the following infrastructure identified on Regional infrastructure corridors and substations overlay map OM-09.01 is provided to the infrastructure provider at all times: a. 110kv and 275kv powerlines; b. Substation; c. Wastewater facility. Note - The applicable infrastructure provider will provide a padlock wherever gates and locked access to an easement is required.	**AO6** Access to the following infrastructure identified on Regional infrastructure corridors and substations overlay map OM-09.01 is provided to the infrastructure provider at all times: a. 110kV and 275kV powerlines; b. Substation; c. Wastewater facility.	**Complies** The powerline buffer is located over the eastern part of the subject site adjoining the Logan Reserve Road frontage. This has been designated as a drainage reserve (proposed Lot 900)/ Access to the powerline infrastructure will be unobstructed at all times.
For assessable development		
Co-location of regional infrastructure corridors		
PO7 Regional infrastructure is co-located in a Regional infrastructure corridor identified on Regional infrastructure corridors and substations overlay map OM-09.00 to: a. achieve an efficient use of land; b. enable ease of access and maintenance; c. limit adverse environmental impacts.	**AO7** No acceptable outcome provided.	**Complies** The proposed development does not provide for regional infrastructure.