

6.2.5 Low density residential zone code

6.2.5.1 Application

1. This code applies to:
 - a. accepted development (subject to requirements) and code assessable material change of use for which the Low density residential zone code is identified in the assessment benchmarks for assessable development and requirements for accepted development column in Table 5.5.5.1 - Low density residential zone or section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment;
 - b. material change of use made impact assessable in Table 5.5.5.1 - Low density residential zone or section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment;
 - c. reconfiguring a lot made impact assessable in Table 5.6.1 - Reconfiguring a lot or section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment;
 - d. building work made accepted development (subject to requirements) in Table 5.7.1 - Building 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 requirements for accepted development and assessment benchmarks and other matters for assessable development located in Part 5 - Tables of assessment.

6.2.5.2 Purpose

1. The purpose of the Low density residential zone is to provide for:
 - a. a variety of low density dwelling types, including dwelling houses; and
 - b. community uses, and small-scale services, facilities and infrastructure, to support local residents.
2. The local government purpose of the Low density residential zone code is to:
 - a. provide for predominantly dwelling houses;
 - b. provide small-scale non-residential development that caters for the daily needs of local residents;
 - c. provide levels of comfort, quiet, privacy and safety reasonably expected in a predominantly residential environment.
3. The purpose of the code will be achieved through the following overall outcomes:
 - a. the design of the built form:
 - i. is responsive to site characteristics, including the shape, frontage, size, orientation and slope;
 - ii. ensures that its size and bulk is consistent with the character of the residential environment;
 - iii. incorporates appropriate boundary clearances and building separation to protect and provide privacy for residents;

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- iv. ensures it is easily and safely accessed;
 - v. provides a streetscape that is attractive, pedestrian friendly and supports the precinct character;
 - b. development protects amenity consistent with its location in the Low density residential zone and precinct and the surrounding area;
 - c. development contributes to the visual amenity of the residential streetscape;
 - d. development ensures that positive social and health impacts are enhanced and negative impacts are mitigated or avoided;
 - e. in the Acreage precinct:
 - i. land uses comprise Caretaker's accommodation, Dual occupancy (auxiliary unit), Dwelling house on a large single lot, Home-based business, Residential care facility, Retirement facility or Sales office;
 - ii. the built form is characterised by Dwelling houses in a semi-rural landscape setting where the landscape or bush character dominates the built environment;
 - iii. development has a maximum density of 2.5 dwellings per hectare;
 - f. in the Large suburban precinct:
 - i. land uses comprise:
 - A. Caretaker's accommodation, Dual occupancy (auxiliary unit), Dwelling house on a single lot, Home-based business, Relocatable home park, Residential care facility Retirement facility or Sales office; or
 - B. other uses that cater for a demonstrated need being Childcare centre, Community use, small-scale Food and drink outlet (excluding a drive-through facility), small-scale Health care service (excluding Pharmacotherapy clinic), or small-scale Shop;
 - ii. a small-scale Shop does not undermine the viability of a nearby centre or the centre hierarchy;
 - iii. the built form is predominantly characterised by Dwelling houses in an urban landscape setting;
 - iv. development has a maximum density of 10 dwellings per hectare;
 - g. in the Small acreage precinct:
 - i. land uses comprise Caretaker's accommodation, Dual occupancy (auxiliary unit), Dwelling house on a single lot, Home-based business, Residential care facility, Retirement facility or Sales office;
 - ii. the built form is characterised by Dwelling houses in an urban landscape setting where the landscape character dominates the built environment;
 - iii. development has a maximum density of 5 dwellings per hectare;
 - h. in the Small lot precinct:
 - i. land uses comprise:
 - A. Caretaker's accommodation, Dual occupancy, Dwelling house on a single lot, Home-based business, Multiple dwelling, Relocatable home park, Residential care facility, Retirement facility or Sales office; or
 - B. other uses that cater for a demonstrated need being Childcare centre, Community use, small-scale Food and drink outlet (excluding a drive-through facility), small-scale Health care service (excluding Pharmacotherapy clinic), or small-scale Shop;
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- ii. a small-scale Shop does not undermine the viability of a nearby centre or the centre hierarchy;
- iii. the built form is predominantly characterised by Dwelling houses in an urban landscape setting;
- iv. a Dual occupancy has a density consistent with that intended for the use;
- v. a Multiple dwelling has a maximum net density of 33 equivalent dwellings per hectare;
- vi. Reconfiguring a lot:
 - A. creates lot sizes which are consistent with the intended lot size and character of the precinct;
 - B. provides for a compact form of detached residential living with landscaping;
- i. in the Suburban precinct:
 - i. land uses comprise:
 - A. Caretaker's accommodation, Dual occupancy, Dwelling house on a single lot, Home-based business, Multiple dwelling, Relocatable home park, Residential care facility, Retirement facility or Sales office; or
 - B. other uses that cater for a demonstrated need being Childcare centre, Community use, small-scale Food and drink outlet (excluding a drive-through facility), small-scale Health care service (excluding Pharmacotherapy clinic) or small-scale Shop;
 - ii. a small-scale Shop does not undermine the viability of a nearby centre or the centre hierarchy;
 - iii. the built form is predominantly characterised by Dwelling houses in an urban landscape setting;
 - iv. a Dual occupancy has a density consistent with that intended for the use;
 - v. a Multiple dwelling has a maximum net density of 25 equivalent dwellings per hectare;
 - vi. Reconfiguring a lot:
 - A. creates lot sizes which are consistent with the intended lot size and character of the precinct;
 - B. maintains a block pattern that accommodates traditional backyards and large trees;
- j. in the Village precinct:
 - i. land uses comprise:
 - A. Caretaker's accommodation, Dual occupancy, Dwelling house on a single lot, Home-based business, Multiple dwelling, Relocatable home park, Residential care facility, Retirement facility or Sales office; or
 - B. other uses that cater for a demonstrated need being Childcare centre, Community use, small-scale Food and drink outlet (excluding a drive-through facility), small-scale Health care service (excluding Pharmacotherapy clinic) or small-scale Shop;
 - ii. a small-scale Shop does not undermine the viability of a nearby centre or the centre hierarchy;
 - iii. the built form is predominantly characterised by Dwelling houses in an urban landscape setting;
 - iv. a Dual occupancy has a density consistent with that intended for the use;
 - v. a Multiple dwelling has a maximum net density of 20 equivalent dwellings per hectare;
 - vi. Reconfiguring a lot:
 - A. creates lot sizes which are consistent with the intended lot size and character of the precinct;

B. maintains a block pattern that accommodates traditional backyards, large trees and wider frontages.

6.2.5.3 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 6.2.5.3.1 - Low density residential zone code - accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Land use		
<p>PO1 A use in the Low density residential zone is for uses identified in:</p> <ul style="list-style-type: none"> a. section 6.2.5.2(3)(e)(i) overall outcomes for the Acreage precinct; or b. section 6.2.5.2(3)(f)(i) overall outcomes for the Large suburban precinct; or c. section 6.2.5.2(3)(g)(i) overall outcomes for the Small acreage precinct; or d. section 6.2.5.2(3)(h)(i) overall outcomes for the Small lot precinct; or e. section 6.2.5.2(3)(i)(i) overall outcomes for the Suburban precinct; or f. section 6.2.5.2(3)(j)(i) overall outcomes for the Village precinct. 	<p>AO1 A use in the Low density residential zone is for uses identified in:</p> <ul style="list-style-type: none"> a. section 6.2.5.2(3)(e)(i) overall outcomes for the Acreage precinct; or b. section 6.2.5.2(3)(f)(i) overall outcomes for the Large suburban precinct; or c. section 6.2.5.2(3)(g)(i) overall outcomes for the Small acreage precinct; or d. section 6.2.5.2(3)(h)(i) overall outcomes for the Small lot precinct; or e. section 6.2.5.2(3)(i)(i) overall outcomes for the Suburban precinct; or f. section 6.2.5.2(3)(j)(i) overall outcomes for the Village precinct. 	<p>Although Low Impact Industry is not a listed use in the zone outcomes, the proposal operates at a very small scale, is ancillary to the existing dwelling, and functions similarly to a Home-based business, which is anticipated in the zone.</p> <p>The operation involves:</p> <ul style="list-style-type: none"> • low-frequency vehicle inspections; • minor servicing only (no panel beating, no spray painting, no engine rebuilds); • no external customer activity beyond normal residential traffic levels; • all work fully contained within the existing shed. <p>The scale and nature of the proposal ensure that residential amenity is maintained and the intent of the zone is not compromised. The use</p>

		is therefore consistent with the zone purpose of enabling small-scale services supporting local residents.
Design		
Building height		
<p>PO2 A building has a building height that is:</p> <ul style="list-style-type: none"> a. consistent with the intended character for the precinct; b. responsive to the topography of the site; c. compatible with the height of adjoining buildings. 	<p>AO2 A building on a slope of:</p> <ul style="list-style-type: none"> a. less than 15 percent has a maximum building height of 8.5 metres; or b. 15 percent or more has a maximum building height of 10 metres. 	No new building is proposed. The existing domestic shed is retained and its height remains compliant with the typical residential form in the surrounding area. The proposal maintains the existing low-scale built form and therefore complies.
Boundary clearance		
<p>PO3 Unless Dual occupancy, Relocatable home park, Residential care facility or Retirement facility development provides boundary clearances that:</p> <ul style="list-style-type: none"> a. allow for the separation of buildings or structures necessary to ensure the impacts on residential amenity and privacy are minimised; b. provide access to natural light and ventilation; c. are consistent with the character for the precinct. 	<p>AO3 Unless Dual occupancy, Relocatable home park, Residential care facility or Retirement facility development has minimum boundary clearances that comply with Table 6.2.5.3.3 - Low density residential zone boundary clearance provisions.</p>	No changes are proposed to the dwelling or shed footprint. Existing boundary clearances remain unchanged and are consistent with the character for the precinct, ensuring adequate separation of buildings. The proposal complies.
Density		
<p>PO4 Development achieves a density consistent with that intended for the precinct.</p>	<p>AO4 Development has a maximum density shown in Table 6.2.5.3.4 - Low density residential zone densities.</p>	The MCU does not involve new dwellings or changes to residential density. Existing density (one dwelling on the lot) remains compliant.

Amenity		
General emissions		
<p>PO5 Development protects the intended amenity for the zone and precinct of an adjoining premises by having regard to:</p> <ul style="list-style-type: none"> a. noise emissions; b. air emissions; c. light emission; d. radiation emissions; e. vibration emissions. 	<p>AO5 Development complies with the following emissions standard of Planning scheme policy 3 - Environmental management:</p> <ul style="list-style-type: none"> a. Table 3.2.1.1 - Noise emission standards for the protection of residential amenity where adjoining a premises in a zone specified in 3.2.1(1)(a) of Planning scheme policy 3 - Environmental management; b. Table 3.2.1.2 - Noise emission standards for the protection of general amenity where adjoining a premises in a zone specified in 3.2.1(1)(b) of Planning scheme policy 3 - Environmental management; c. Table 3.2.2.1 - Air emission standards; d. Table 3.2.3.1 - Light emission standards; e. section 3.2.4 - Radiation emission standards; f. Table 3.2.5.1 - Preferred weighted rms value for continuous and impulsive vibration acceleration (m/s^2) 1/80Hz. 	<p>The proposal generates only low-level, intermittent noise typical of standard residential vehicle maintenance and significantly less than a commercial workshop.</p> <p>Compliance is achieved through:</p> <ul style="list-style-type: none"> • all activities conducted inside the enclosed shed; • operating hours limited to daytime and weekdays; • no high-noise activities such as grinding, spray-painting, or pneumatic equipment; • no outdoor work; • no idling, testing or revving outside the shed; • waste oils stored in sealed containers for licensed disposal. • <p>The operation can meet the emissions standards in Planning Scheme Policy 3. The proposal therefore does not cause adverse amenity impacts.</p>
Reverse amenity		
<p>PO6 Development, being a sensitive land use, maintains the operational integrity of the government supported transport infrastructure and corridor by mitigating the adverse impacts of</p>	<p>AO6 Development, being a sensitive land use, within 100 metres of government supported transport infrastructure complies with the noise and vibration criteria identified in section 7 -</p>	<p>Not applicable – the proposal is not a sensitive land use.</p>

the infrastructure.	Development Affected by Environmental Emissions from Transport Policy prepared by Department of Transport and Main Roads.															
<p>PO7 A sensitive land use is designed and located to mitigate any potential adverse impacts from Rural activities, Medium impact industry, High impact industry or Special industry. Note - Planning scheme policy 3 - Environmental management provides guidance on how to achieve this outcome.</p> <table border="1" data-bbox="120 587 1016 997"> <thead> <tr> <th data-bbox="120 587 568 667">Column 1: Separation distance</th> <th data-bbox="568 587 1016 667">Column 2: Use</th> </tr> </thead> <tbody> <tr> <td data-bbox="120 667 568 724">1,500 metres</td> <td data-bbox="568 667 1016 724">Special industry</td> </tr> <tr> <td data-bbox="120 724 568 782">500 metres</td> <td data-bbox="568 724 1016 782">High impact industry</td> </tr> <tr> <td data-bbox="120 782 568 839">500 metres</td> <td data-bbox="568 782 1016 839">Intensive animal industry</td> </tr> <tr> <td data-bbox="120 839 568 896">300 metres</td> <td data-bbox="568 839 1016 896">Intensive horticulture</td> </tr> <tr> <td data-bbox="120 896 568 954">300 metres</td> <td data-bbox="568 896 1016 954">Wholesale nursery</td> </tr> <tr> <td data-bbox="120 954 568 997">250 metres</td> <td data-bbox="568 954 1016 997">Medium impact industry</td> </tr> </tbody> </table>	Column 1: Separation distance	Column 2: Use	1,500 metres	Special industry	500 metres	High impact industry	500 metres	Intensive animal industry	300 metres	Intensive horticulture	300 metres	Wholesale nursery	250 metres	Medium impact industry	<p>AO7 A sensitive land use is not developed within the separation distance shown in Column 1, from the use listed in Column 2 in Table 6.2.5.3.2. Table 6.2.5.3.2</p>	Not applicable – the proposal does not introduce a new sensitive land use.
Column 1: Separation distance	Column 2: Use															
1,500 metres	Special industry															
500 metres	High impact industry															
500 metres	Intensive animal industry															
300 metres	Intensive horticulture															
300 metres	Wholesale nursery															
250 metres	Medium impact industry															
For assessable development only																
Design																
Built form																
<p>PO8 A building contributes to the character of the precinct with articulated buildings and detailing by: a. orientating towards the primary street</p>	<p>AO8 No acceptable outcome provided.</p>	No buildings are added or altered. The low-scale residential character and existing dwelling frontage remain unchanged. The use does not alter visual bulk, articulation, or façade presentation. Streetscape character is therefore preserved.														

<p>frontage; b. providing an attractive and well-articulated façade.</p>		
Streetscape		
<p>PO9 Development provides a consistent and cohesive streetscape, which creates visual interest, a sense of place and a safe pedestrian environment that is consistent with the intended character of the precinct through the use of: a. footpath paving; b. street trees; c. landscaping.</p>	<p>AO9 No acceptable outcome provided.</p>	<p>The driveway and presentation of the dwelling remain domestic in appearance. No commercial signage, lighting, or industrial materials are proposed. Streetscape continuity will therefore be maintained.</p>
Service areas and storage		
<p>PO10 Plant, equipment, services and outdoor storage of materials do not detract from the streetscape or character of the precinct.</p>	<p>AO10 Plant, equipment, services and outdoor storage of materials are not visible from a road or public open space.</p>	<p>All tools, oils, equipment and parts will be:</p> <ul style="list-style-type: none"> • stored internally within the existing shed; • not visible from the road or adjoining lots; • managed in accordance with environmental best practice.
Reconfiguring a lot		
<p>PO11 Reconfiguring a lot: a. in the Small lot precinct creates a lot with a minimum size of 300m²; or b. in the Suburban precinct: i. where not creating a rear lot, has a minimum size of 400m²; ii. where creating a rear lot, has a</p>	<p>AO11 No acceptable outcome provided.</p>	<p>Not applicable – no subdivision proposed.</p>

<p>minimum size of 500m²; or c. in the Village precinct: i. where not creating a rear lot, has a minimum size of 500m²; ii. where creating a rear lot, has a minimum size of 600m².</p>		
Social and health impact		
<p>PO12 Development enhances the positive impacts and mitigates or avoids the negative impacts for the uses stated in Table 2.1.2.1 of Planning scheme policy 7 - Social and health impact assessment. Note - Compliance with this performance outcome is to be demonstrated by a detailed social and health impact assessment report prepared in accordance with Part 2 of Planning scheme policy 7 - Social and health impact assessment.</p>	<p>AO12.1 Development meets the criteria for the uses stated in Table 2.1.2.1 of Planning scheme policy 7 - Social and health impact assessment where involving the sale or consumption of liquor. AO12.2 Development does not provide for gaming.</p>	<p>The proposal:</p> <ul style="list-style-type: none"> • does not involve liquor or gaming; • does not introduce late-night activity; • provides a minor local service (vehicle inspections) to nearby residents; • maintains residential amenity and neighbourhood character. <p>No SHIA is required and the proposal complies.</p>
Large suburban precinct, Small lot precinct, Suburban precinct, Village precinct		
Land Uses		
Suburban precinct		
Design		
Built form		
<p>PO23 The Suburban precinct has a residential built form, which is characterised predominantly by Dwelling houses in an urban landscape setting.</p>	<p>AO23 No acceptable outcome provided.</p>	<p>The proposal does not modify the dwelling or shed. The dominant visual form remains the existing residential house. The industrial activity is low-scale, internalised, and not visible externally. Therefore, the character of the Suburban precinct is preserved.</p>
Site cover		

<p>PO24 Development in the Suburban precinct has a site cover that reflects a development intensity that is consistent with the intended character of the precinct.</p>	<p>AO24 Development in the Suburban precinct has a maximum site cover of 50 percent.</p>	<p>Site cover remains unchanged.</p>
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8.2.10 Strategic airport and environs overlay code

8.2.10.1 Application

1. This code applies to accepted development (subject to requirements) and assessable development for which the Strategic airport and environs overlay code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.10.11.1 - Strategic airport and environs overlay map OM-11.00 in Part 5.
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.

8.2.10.2 Purpose

1. The purpose of code is to protect the operational efficiency of the Archerfield airport and maintain the safety of aircraft operating within the airport's operational airspace.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development:
 - i. protects the safety and functioning of operational airspace of the Archerfield airport;
 - ii. minimises potential hazards to the safety and functioning of airport operations resulting from emissions from smoke, dust or any other airborne particulates or the creation of air turbulence;
 - iii. ensures the operational airspace of the Archerfield airport is not put at risk from wildlife interference generated by development.

8.2.10.3 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 8.2.10.3.1 - Strategic airport and environs overlay code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
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For accepted development (subject to requirements) and assessable development		
Operational airspace		
<p>PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard in the Archerfield airport's operational airspace.</p>	<p>AO1 Development in the Obstacle limitation surface area identified on Strategic airport and environs overlay map OM-11.01:</p> <ol style="list-style-type: none"> a. involving cranes or other equipment used during construction, does not penetrate the obstacle limitation surface; or b. involving temporary or permanent aviation activities, does not occur within the Archerfield airport's operational airspace; or c. otherwise, does not penetrate or create any physical obstruction into the obstacle limitation surface. 	<p>The proposal involves the use of an existing single-storey domestic shed at the rear of a standard residential lot for low-intensity AIS activities and minor vehicle repairs and servicing. No new buildings or structures of increased height are proposed.</p> <p>External works are limited to:</p> <ul style="list-style-type: none"> • Using the existing residential driveway; and • Constructing a new at-grade driveway and parking area down the side of the dwelling and over the existing tennis court slab. <p>These works are essentially at ground level and do not penetrate the obstacle limitation surface or change the vertical profile of development on the site.</p>
<p>PO2 Development does not cause an obstruction or hazard to the safe movement of aircraft within the Archerfield airport's operational airspace through the emission of particulates, gases or other materials that may cause air turbulence, reduce visibility or affect aircraft engine performance.</p>	<p>AO2 Development in the Obstacle limitation surface area identified on Strategic airport and environs overlay map OM-11.01 does not release into the Archerfield airport's operational airspace:</p> <ol style="list-style-type: none"> a. a gaseous plume with a velocity exceeding 4.3m/s; b. smoke, dust, ash, steam or other airborne particulate. 	<p>The proposed use is very low intensity and comparable to a home-based mechanical activity in scale.</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> • No industrial stacks or flues and no combustion processes emitting plumes; • No incineration, boilers or industrial manufacturing; • All mechanical work is done inside the shed, and activities are limited to minor servicing and safety inspections;

	<ul style="list-style-type: none"> • There is no release of smoke, ash, steam, or significant dust; • Any use of aerosols or cleaners is small-scale, domestic-type and entirely contained within the shed. <p>As such, the development will not release gaseous plumes with significant velocity and will not generate smoke, dust, ash, steam, or other airborne particulates into the operational airspace of Archerfield Airport.</p> <p>The proposed use therefore presents no risk of air turbulence, visibility reduction or engine performance interference.</p>
Bird and Bat Strike area	
<p>PO3 Development does not attract birds or bats into the Archerfield airport's Bird and bat strike area identified on Strategic airport and environs overlay map OM-11.01 in significant numbers likely to cause a safety hazard to airport operations.</p>	<p>A03 Development in the Bird and bat strike area identified on Strategic airport and environs overlay map OM-11.01 does not involve:</p> <ol style="list-style-type: none"> Animal husbandry; or Cropping; or Intensive animal industry; or Major sport, recreation and entertainment facility; or a food processing plant being a Medium impact industry or High impact industry; or Outdoor sport and recreation; or Utility installation being a waste management facility, sewerage treatment plant or water treatment plant. <p>The proposed development:</p> <ul style="list-style-type: none"> • Does not involve animal husbandry, cropping, intensive animal industry or outdoor sport and recreation; • Does not include food processing, waste management or sewerage / water treatment uses that would attract large numbers of birds or bats; • Operates almost entirely indoors within the existing shed; • Maintains the site as a standard residential lot with domestic landscaping only. <p>There are no new food waste sources, ponds, large refuse storage areas, or open-air</p>

processing activities that would provide habitat or attract wildlife. Standard residential rubbish storage and collection arrangements are retained, with minimal food waste and no intensification beyond typical dwelling use. On this basis, the activity does not create conditions that would attract birds or bats in significant numbers and does not increase bird/bat strike risk for Archerfield Airport.

9.4.2 Filling and excavation code

9.4.2.1 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 Filling and excavation 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 Filling and excavation 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. that is impact assessable in Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment;
 - c. operational work that is accepted development (subject to requirements) and code assessable operational work - filling or excavation for which the Filling and excavation code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.8.1 - Operational work.
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.

9.4.2.2 Purpose

1. The purpose of the code is to protect premises, people and natural processes from adverse impacts associated with filling or excavation.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. development protects:
 - i. natural physical processes and ecosystems;
 - ii. existing and planned infrastructure;
 - iii. personal health and safety and premises;

iv. visual amenity.

9.4.2.3 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 9.4.2.3.1 - Filling and excavation code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Protection of natural processes and ecosystems		
<p>PO1 The discharge of sediments and pollutants from filling or excavation does not adversely affect a waterway or the stormwater network.</p>	<p>AO1 The discharge of sediments and pollutants to a waterway or stormwater network complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.</p>	<p>The development involves only minor earthworks associated with creating a driveway connection to the existing rear shed and minor regrading of the former tennis court surface to accommodate improved vehicle access. These works occur entirely within an already developed residential allotment and will not disturb natural ground, waterways, drainage lines, or vegetated areas.</p> <p>Erosion and sediment controls consistent with <i>Planning Scheme Policy 5 – Part 3.3</i> will be implemented for all phases of the works, ensuring that no sediment, hydrocarbons, or pollutants migrate into the street drainage system or neighbouring properties.</p> <p>Given the sealed nature of the shed and the very low intensity of mechanical activities</p>

		<p>proposed (1–3 vehicles/day, all work indoors), the risk of contaminant generation is negligible.</p>
<p>PO2 Topsoil and spoil stockpiled on the premises do not adversely affect natural processes and ecosystems.</p>	<p>AO2 Topsoil and spoil is stockpiled to comply with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.</p>	<p>The site is already largely built-out, with a dwelling, shed, tennis court slab and landscaped areas. Any spoil generated during minor excavation associated with the driveway will be minimal, confined to the rear yard, and stored in a controlled manner far from stormwater inlets or boundaries.</p> <p>The scale of excavation does not pose any risk to natural processes or off-site amenity.</p>
<p>PO3 Filling is carried out using stable, solid and clean earth, free of organic and putrescible waste, rubbish and refuse material.</p>	<p>AO3 Filling complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.</p>	<p>Any fill required to achieve suitable driveway levels or to re-establish a paved surface over the former tennis court will be limited to small volumes of clean, engineered fill. No organic waste, rubble, or putrescible material will be used.</p> <p>The proposal therefore protects both the site and surrounding premises from instability or contamination.</p>
<p>Protection of existing and planned infrastructure</p>		
<p>PO4 Filling or excavation works do not adversely affect infrastructure, including any services.</p>	<p>AO4 Filling or excavation works comply with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.</p>	<p>All filling and excavation occurs well clear of underground or above-ground public infrastructure. The site is serviced by residential utilities, none of which require relocation or modification. The proposal does not interact with water, sewer, or electrical assets.</p> <p>The low scale of works ensures that construction activities will pose no risk to council infrastructure, nor will the business operations</p>

		generate loadings that would compromise service capacity. Accordingly, the design fully protects existing infrastructure and complies with the relevant PSP controls.
Protection and enhancement of personal health and safety and premises		
PO5 Filling or excavation works do not adversely affect personal health and safety.	AO5 Filling or excavation works comply with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	<p>The minimal extent of excavation ensures the works pose no adverse effects on residents or adjoining properties. No deep excavations or unsupported trenches are required.</p> <p>Once operational, the site presents a safe and controlled environment with low-frequency vehicle movements (1–3 customers/day) and all mechanical work undertaken inside an enclosed shed. These operating characteristics align with residential safety expectations and pose no adverse health or safety risks.</p>
Surface water flow		
PO6 Surface water drainage does not cause any of the following: a. ponding on any premises; or b. a hazard or adversely affect personal health and safety and premises; or c. diversion or concentration of flow from or onto adjoining premises or infrastructure.	AO6 Surface water drainage complies with part 3.3 - Filling or excavation standards in Planning scheme policy 5 - Infrastructure.	<p>The proposal maintains existing surface water flow paths across the site. The minor regrading of the rear access will be designed to ensure overland flow is directed to lawful discharge points, with no ponding, diversion, or concentration of stormwater toward adjoining properties.</p> <p>The existing tennis court slab provides a stable, impervious surface that will be adapted to support vehicle movement without changing the site’s overall hydrology. The enclosed workshop also prevents stormwater contamination and ensures regulated containment of any incidental spills.</p>

Batters		
<p>PO7 A batter:</p> <ul style="list-style-type: none"> a. does not adversely affect the natural physical processes and ecosystems; b. protects existing and planned infrastructure; c. is safe, stable and easily maintained; d. is landscaped to enhance visual amenity. 	<p>AO7 A batter is designed and constructed to comply with the standards specified in 3.3.6 - Batters and retaining walls in Planning scheme policy 5 - Infrastructure.</p>	<p>No batters are proposed or required. The site is substantially level, the tennis court area is already benched, and access is achieved without the need for cut/fill slopes.</p> <p>Should minor reshaping be needed for transitions between existing and new surfaces, these will have no visual or environmental impacts.</p>
Retaining walls		
<p>PO8 A retaining wall:</p> <ul style="list-style-type: none"> a. is not constructed of timber and is not located on existing or proposed lot boundaries, or movement networks; b. does not adversely affect the natural physical processes and ecosystems; c. is located to avoid conflict with adjoining premises; d. is located such that existing and planned infrastructure is not adversely affected; e. protects the visual amenity of adjoining premises or a public open space; f. is located within the premises that is being filled; g. is located within the premises that is cut and is designed to take any surcharge loading allowable on the uphill lot; h. is safe and stable; i. enables easy access for maintenance. 	<p>AO8 A retaining wall is designed and constructed to comply with the standards specified in section 3.3.6.2 - Retaining walls in Planning scheme policy 5 - Infrastructure.</p>	<p>No retaining walls form part of the proposal.</p>

Filling of a dam		
PO9 The filling of a dam: a. does not adversely affect the natural physical processes and ecosystems; b. creates a safe and stable surface; c. is integrated into the landscape.	AO9 The filling of a dam complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	There is no dam on the site. No filling of any body of water is proposed.

9.4.3 Infrastructure code

9.4.3.1 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 Infrastructure 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 Infrastructure 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 infrastructure work:
 - i. that is accepted development (subject to requirements) or code assessable and for which the Infrastructure 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.

9.4.3.2 Purpose

1. The purpose of the code is to ensure that infrastructure is provided to service development.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. development protects the existing infrastructure and planned infrastructure networks being the:
 - i. movement network;
 - ii. park network;

- iii. water network;
- iv. sewerage network;
- v. stormwater network;
- vi. other networks including electricity, gas and telecommunications;
- vii. land for community facilities network;
- b. development other than operational work provides infrastructure that is necessary to service the development, including elements of:
 - i. a safe, efficient and legible road network;
 - ii. a safe, efficient and legible public transport network;
 - iii. a safe, efficient and legible cycle network;
 - iv. a safe, efficient and legible pedestrian network;
 - v. a safe, efficient and legible parks network;
 - vi. a safe and efficient water network;
 - vii. a safe and efficient sewerage network;
 - viii. a safe and efficient stormwater network;
 - ix. safe and efficient other networks including electricity, gas and telecommunications;
 - x. a safe and efficient road lighting network;
 - xi. land for a community facilities network;
- c. development integrates with existing and planned infrastructure networks;
- d. infrastructure is designed and constructed to deliver a standard of service that is efficient and equitable;
- e. the cost to the community for the life of the infrastructure is minimised by providing for a suitable design life, ease of maintenance and ease of replacement;
- f. development appropriately manages refuse and recycling storage and collection;
- g. infrastructure protects personal health and safety and premises;
- h. infrastructure protects environmental values.

9.4.3.3 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 9.4.3.3.1 - Infrastructure code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
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For accepted development (subject to requirements) and assessable development		
Provision, design, construction and location of infrastructure		
<p>PO1 Development is demonstrated to be capable of being serviced by necessary infrastructure.</p>	<p>AO1 Reports, plans and drawings are provided in accordance with part 2 of Planning scheme policy 5 - Infrastructure.</p>	<p>The site is located within a fully serviced urban residential area and is currently serviced by reticulated water, sewerage, stormwater, electricity, telecommunications and waste collection services.</p> <p>The proposed use operates from an existing shed at the rear of the property and requires no additional infrastructure capacity beyond that already servicing the dwelling. The development does not involve any new buildings, extensions, or intensification that would require network upgrades or specialist servicing.</p> <p>The low-intensity nature of the use (1 operator, 1–3 vehicles/day, no additional staff) ensures existing infrastructure can readily service the development without modification.</p>
<p>PO2 Development:</p> <ol style="list-style-type: none"> a. provides necessary infrastructure to service the development; b. provides that the design, construction and location of necessary infrastructure: <ol style="list-style-type: none"> i. protects existing and planned infrastructure networks; ii. services proposed development; iii. integrates with existing and planned infrastructure networks; iv. delivers a standard of service that 	<p>AO2 Development:</p> <ol style="list-style-type: none"> a. in a water supply service area connects to the water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; b. not in a water supply service area provides a tank with a minimum storage capacity of 45,000 litres; c. in a sewerage supply service area connects to the waste water network in accordance with the SEQ Water Supply 	<p>The development does not require new trunk or internal infrastructure, and the minor internal access works involve re-using the existing tennis court slab and constructing an upgraded driveway surfacing. All works are internal to the site and will integrate with existing connections.</p> <ul style="list-style-type: none"> • Water/Sewer: The proposed use involves no additional facilities beyond standard domestic usage. Wastewater remains domestic in nature and can be accommodated by existing sewerage infrastructure.

<p>is efficient and equitable;</p> <p>v. minimises the cost to the community for the life of the infrastructure by providing a suitable design life, ease of maintenance and ease of replacement;</p> <p>vi. protects personal health, safety and premises;</p> <p>vii. protects environmental values.</p>	<p>and Sewerage Design and Construction Code;</p> <p>d. not in a sewerage supply service area complies with part 1 of the Queensland Plumbing and Wastewater Code;</p> <p>e. provides stormwater infrastructure in accordance with part 3.6 of Planning scheme policy 5 - Infrastructure;</p> <p>f. provides a movement network infrastructure in accordance with part 3.4 of Planning scheme policy 5 - Infrastructure;</p> <p>g. provides parks in accordance with part 3.12 of Planning scheme policy 5 - Infrastructure;</p> <p>h. provides road lighting in accordance with part 3.5 of Planning scheme policy 5 - Infrastructure;</p> <p>i. provides electricity reticulation in accordance with part 3.8 of Planning scheme policy 5 - Infrastructure;</p> <p>j. provides gas and telecommunications reticulation in accordance with part 3.9 of Planning scheme policy 5 - Infrastructure.</p> <p>k. is consistent with the general planning layouts in part 7.2 of Planning scheme policy 5 - Infrastructure.</p> <p>Editor's note - The delivery of any part of a network identified in the plans for trunk infrastructure is governed by Part 4 - Local government infrastructure plan.</p>	<ul style="list-style-type: none"> • Stormwater: Stormwater is managed via existing lawful points of discharge. The proposed access improvements will maintain existing overland flow paths without redirecting water to neighbouring lots. • Movement network: Vehicle movements remain insignificantly below residential thresholds, using the existing crossover and internal driveway. No changes to public roads are required. • Electrical/Telecommunications: Existing residential connections are sufficient to support the activity. • Waste: Waste volumes remain low and consistent with typical residential maintenance activities. <p>Given the minimal scale of physical works and the low intensity of the use, the proposal fully protects existing networks and integrates seamlessly with planned infrastructure.</p>
<p>Location of development</p>		
<p>PO3 Development is located to protect trunk</p>	<p>AO3 Development is located outside a network</p>	<p>The site is not located within land designated for trunk infrastructure or future network corridors</p>

<p>infrastructure networks.</p>	<p>identified in Local government infrastructure plan map LGIP-03.00 to 08.00 Plans for trunk infrastructure in Schedule 3 - Local government infrastructure plan mapping and tables.</p>	<p>under the LGIP. All proposed works occur within the existing residential allotment and do not encroach on any mapped trunk infrastructure alignments. The development therefore avoids any conflict with the LGIP mapping in Schedule 3.</p>
<p>Fire fighting</p>		
<p>PO4 Development in a water service area accessed by common private title provides: a. fire hydrant infrastructure; b. unimpeded access for emergency services vehicles. Editor's note - The term common private title refers to areas such as access roads in community title developments or strata title unit access, which are private and under group or body corporate control.</p>	<p>AO4 Development in a water service area involving a material change of use or reconfiguring a lot where, or to be, accessed by common private title ensures that fire hydrant placement and technical requirements for streets and access ways are in accordance with: a. Australian Standard (AS) 2419.1 - 2005 <i>Fire hydrant installations</i>; b. QFES: <i>Fire Hydrant and vehicle access guidelines for residential, commercial and industrial lots</i>.</p>	<p>The premises is located within a reticulated water supply area. No common property access arrangements apply, as the site is a standard freehold residential lot.</p> <p>The access to the rear shed remains compliant for emergency vehicles (driveway width suitable for light-vehicle access and no gates restricting entry during operational hours), therefore the site maintains suitable firefighting capacity without requiring additional fire hydrants or onsite storage.</p>
<p>PO5 Development not in a water service area provides sufficient water storage with adequate pressure, volume and flow to service development for fire fighting purposes.</p>	<p>AO5 Development: a. is connected to a reticulated water supply scheme that has sufficient flow and pressure characteristics for fire fighting purposes at all times with a minimum pressure and flow of 10 litres per second at 200kPa; or b. has on-site water storage in accordance with Table 9.4.3.3.2 - Water storage for fire fighting, dedicated or retained for fire fighting purposes that is made of fire resistant materials and is:</p>	

	<p>i. a separate tank; or ii. a reserve section in the bottom part of the main water supply tankwater tank.</p> <p>Editor's note - The requirement in AO5 is: - in addition to the requirement for potable water supply/storage in AO2 in Table 9.4.3.3.1 - Infrastructure code: accepted development (subject to requirements) and assessable development; - reflected in AO5 in Table 8.2.3.3.1 - Bushfire hazard overlay code: accepted development (subject to requirements) and assessable development.</p>	
Waste management		
<p>PO6 Development provides refuse and recycling collection and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.</p>	<p>AO6.1 Development provides refuse and recycling collection and storage facilities in accordance with Planning scheme policy 9 - Waste management.</p> <p>AO6.2 Development ensures that the location and design of refuse and recycling collection and storage facilities does not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. Note - Planning scheme policy 9 - Waste management provides guidance on how to achieve this outcome.</p>	<p>Waste generation from the proposed use is extremely limited.</p> <p>All minor automotive wastes will be stored and removed via a licensed waste contractor, consistent with standard environmental practices. General household and business packaging waste can be accommodated within existing council-issued domestic bins without impacting amenity.</p> <p>No additional refuse storage enclosures or servicing arrangements are required, and waste storage is located entirely indoors or screened from view, ensuring no odour, noise or visual impacts on neighbouring properties.</p>
Disposal of trade waste		
<p>PO7 The disposal of trade waste in a sewerage supply service area does not adversely affect the</p>	<p>AO7 The disposal of trade waste in a sewerage supply service area complies with the sewer admission</p>	<p>The premises is connected to the reticulated sewerage network. The proposed minor vehicle repair, inspection and servicing activities do not produce trade waste requiring special pre-</p>

sewerage network.	standards in section 3.2.6 - Sewer admission standards in Planning scheme policy 3 - Environmental management.	treatment; operations are limited to inspections and very minor servicing (e.g., oil/filter changes). Therefore, no trade waste enters the sewerage network, and sewer admission standards are fully met.
Roof water drainage and surface water drainage		
<p>PO8 Development provides stormwater infrastructure for the drainage of the premises so as not to cause any of the following:</p> <ul style="list-style-type: none"> a. ponding of stormwater on the premises; b. a hazard to personal health and safety; c. damage to premises; d. an increased risk of flooding to premises within the catchment. 	<p>AO8 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.</p>	<p>The access upgrades will maintain existing stormwater behaviour. The re-sealed driveway and modified tennis court surface will fall toward the existing lawful point of discharge. No stormwater is diverted toward adjoining properties. Works will comply with <i>Planning Scheme Policy 5 – Part 3.6</i>.</p> <p>No structures or earthworks are proposed that would alter flood behaviour or cause ponding, velocity increase, or nuisance flows.</p>
Natural flow of surface water		
<p>PO9 Development provides that the natural flow of surface water is:</p> <ul style="list-style-type: none"> a. not altered so as to cause a risk to personal health and safety or damage to property; b. not increased in intensity, velocity or frequency; c. not concentrated onto adjoining premises. 	<p>AO9 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.</p>	<p>Natural surface water flow across the already developed residential property is limited, and the proposed access improvements will not alter catchment hydrologic behaviour. The minor regrading works are designed to maintain existing drainage performance and prevent concentration or redirection of flows.</p>
Water sensitive urban design		
PO10	AO10	Given the extremely small scale of operational

<p>Development which provides stormwater infrastructure incorporates water sensitive urban design principles having regard to:</p> <ul style="list-style-type: none"> a. protecting existing natural features and ecological processes; b. protecting the natural hydrologic behaviour of catchments; c. protecting the existing natural flow and water quality regimes of waterways; d. protecting water quality of surface and ground waters; e. minimising demand on the water network; f. minimising sewage discharges to the natural environment; g. integrating water into the landscape to enhance visual and ecological values. 	<p>Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.</p>	<p>works, the absence of earthworks affecting natural features, and the sealed and contained nature of the shed operation, the development poses no risk to water quality or hydrologic processes.</p> <p>The proposal achieves WSUD principles due to its limited scope and containment of all activities within the building.</p>
Movement network		
<p>PO11 The projected traffic levels for a use do not adversely affect the planned standards of service for a road or intersection.</p>	<p>AO11 Development does not cause or contribute to projected traffic levels:</p> <ul style="list-style-type: none"> a. exceeding the maximum vehicle trips per day in Table 3.4.1.4.2 in Planning scheme policy 5 - Infrastructure; or b. exceeding the maximum control delays through intersections in peak periods in Table 3.4.1.4.3 in Planning scheme policy 5 - Infrastructure. 	<p>Traffic generation is extremely low, with only 1–3 customers per day in addition to the resident’s own vehicle movements. This trip generation volume is far below residential thresholds and does not alter the existing traffic function of Boscawen Street, which is a local residential road designed to accommodate daily household vehicle movements.</p> <p>The development neither causes nor contributes to any exceedance of the planned service standards for the local road network.</p>
Integrated movement concept report		
<p>PO12</p>	<p>AO12</p>	<p>The development will only generate approximately 3–6 trips/day. As such, no</p>

<p>Development which generates more than 3,000 vehicle trips per average weekday is designed to integrate the movement network to minimise the transportation costs required to service the use.</p>	<p>Development which generates more than 3,000 vehicle trips per average weekday provides an integrated movement concept report which integrates the planning of the movement network in accordance with part 2 and 3 of Planning scheme policy 5 - Infrastructure.</p>	<p>integrated movement concept report is required.</p>
<p>For assessable development only</p>		
<p>Land use and transport integration</p>		
<p>PO13 Development within 400 metres of existing or future public passenger transport facilities where the total site area is 5,000m² or more:</p> <ol style="list-style-type: none"> a. supports a road hierarchy which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities; b. enhances connectivity between existing and future public passenger transport facilities and other transport modes; c. optimises the walkable catchment to existing and future public passenger transport facilities; d. provides for direct and safe access to and use of existing or future public passenger transport facilities. <p>Note - SPP code: Land use and transport integration in Appendix 4 of the state planning policy provides guidance to achieve this outcome.</p>	<p>AO13 No acceptable outcome provided.</p>	<p>The site is under 5,000m² and not within 400m of a major public passenger transport facility, therefore the acceptable outcome is not applicable.</p> <p>Notwithstanding this, the proposal maintains efficient and safe transport integration by:</p> <ul style="list-style-type: none"> • utilising an existing residential access arrangement; • retaining safe pedestrian movement along the frontage; • generating negligible traffic.

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		
<p>PO1 Development provides landscaping that is designed and located to:</p> <ul style="list-style-type: none"> a. enhance the visual amenity of premises; b. provide street trees; c. protect the movement network by: <ul style="list-style-type: none"> i. maintaining pedestrian accessibility; ii. not obstructing sightlines for pedestrians, cyclists and motorists; 	<p>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.</p>	<p>No new landscape works are proposed, however the proposal meets the performance outcome criteria.</p> <p>The proposal involves the establishment of a small-scale AIS and minor vehicle repair servicing activity within an existing rear shed. The development footprint is entirely contained within an already developed residential lot, and the activity does not involve new buildings,</p>

<ul style="list-style-type: none">iii. being consistent with the function of the road;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:<ul style="list-style-type: none">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. <p>Editor's note - section 4.2 - Guidelines for landscaping in Planning scheme policy 5 - Infrastructure sets out requirements in relation to these elements.</p>		<p>expansion of built form toward the street, or removal of existing landscaping within the front setback.</p> <p>The existing landscaped front yard, lawn areas and boundary vegetation contribute positively to the residential streetscape and are retained in full. No changes to the appearance of the dwelling frontage or its vegetated presentation to Boscawen Street are proposed. As such, the established landscaping already provides appropriate visual amenity, a landscaped interface to the public realm, and consistency with the suburban character of the Low Density Residential Zone.</p> <p>The minor access upgrades to the rear of the site (via modifications to the former tennis court area) occur behind the dwelling and are not visible from the road. These works do not impact sightlines, pedestrian access, or the function of the street. Landscaping within the front setback remains undisturbed, ensuring that the movement network is protected and pedestrian and driver visibility is maintained.</p> <p>Given the very low-intensity nature of the use (1–3 vehicles per day, work contained inside the shed), there is no requirement for visual buffering or screening of industrial impacts beyond the existing residential landscaping. The use does not generate adverse visual effects and therefore does not necessitate additional landscape mitigation.</p>
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	Overall, the landscape setting remains residential in scale and is appropriate to support the proposed ancillary low-impact industrial use.
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9.4.5 Management of emissions and hazardous activities code

9.4.5.1 Application

1. This code applies to:
 - a. accepted development (subject to requirements) and code assessable material change of use for an Industry activity, Major sport, recreation and entertainment facility, Motor sport facility, Outdoor sport and recreation and Service station for which the Management of emissions and hazardous activities 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 and section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment;
 - b. material change of use 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;
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.

9.4.5.2 Purpose

1. The purpose of the code is to manage impacts of emissions on sensitive land uses and minimise the health and safety risks on the community from development involving hazardous materials.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. development is designed to effectively manage adverse impacts and hazards on a sensitive land use;
 - b. development, involving the storage of hazardous chemicals, ensures that hazardous chemicals are appropriately stored to reduce the risk of contamination to the environment;
 - c. a site that is contaminated or poses a health risk is remediated prior to being developed for an alternative land use.

9.4.5.3 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 9.4.5.3.1 - Management of emissions and hazardous activities code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Air, noise and odour pollution		
<p>PO1 A sensitive land use is not exposed to air, noise and odour emissions from Industry activities, Major sport, recreation and entertainment facility, Motor sport facility or Outdoor sport and recreation that have the potential to adversely impact on human health, amenity and wellbeing.</p>	<p>AO1 An Industry activity, Major sport, recreation and entertainment facility, Motor sport facility or Outdoor sport and recreation is designed, constructed and operated to ensure that:</p> <ol style="list-style-type: none"> a. the indoor objectives of the Environmental Protection (Noise) Policy 2008 are met; b. the requirements identified in Table 3.2.1.1 - Noise emission standards for the protection of residential amenity are met; c. the requirements identified in Table 3.2.1.2 - Noise emission standards for the protection of general amenity are met; d. the air quality objectives in the Environmental Protection (Air) Policy 2008 are met; e. the requirements identified in Table 3.2.2.1 - Air emission standards are met; f. noxious and offensive odours are not experienced at the boundary of a sensitive land use. 	<p>The subject site is surrounded by low-density residential development, and the proposed AIS / minor vehicle repair and servicing use is limited in scale to maintain compatibility with that residential context.</p> <p>Key characteristics are:</p> <ul style="list-style-type: none"> • One (1) operator (the property owner) only. • Anticipated 1–3 customer vehicles per day, inclusive of the existing mobile service. • All inspection and minor servicing work undertaken inside the existing enclosed shed at the rear of the site. • No heavy mechanical work, panel beating, spray painting, engine rebuilding, or use of high-noise industrial equipment. • Daytime hours only – business operates weekdays 8:30am to 4:30pm (no evening or night operations). <p>Noise generated is intermittent and domestic in character, comparable to typical residential</p>

	<p>activities such as lawn mowing or use of small power tools. Enclosure of activities within the shed, modest operating hours, and low vehicle turnover collectively ensure compliance with the Environmental Protection (Noise) Policy objectives and the associated residential amenity standards.</p> <p>Odour-generating materials (e.g. oils, lubricants) are stored in sealed containers, and no spray painting or solvent-intensive activities are proposed. As a result, no discernible odour impacts are expected at nearby dwellings.</p> <p>Given the very low intensity, residential-scaled operation and indoor containment of activities, the proposed development will not adversely affect the health, amenity or wellbeing of adjoining sensitive uses.</p>
<p>Flammable and combustible liquids</p>	
<p>PO2 A Service station is designed and constructed to ensure that on-site operations:</p> <ul style="list-style-type: none"> a. do not cause environmental harm; b. do not result in the release of untreated pollutants; c. prevent the emission of contaminant to land, surface water or groundwater. 	<p>AO2 A Service station:</p> <ul style="list-style-type: none"> a. is designed and constructed to comply with: <ul style="list-style-type: none"> i. AS1940-2004 - The storage and handling of flammable and combustible liquids; ii. AS/NZS 1596:2008 - The storage and handling of LP Gas; iii. Equipment Level 1 of AS4897-2008 - The design, installation and operation of underground petroleum storage systems; iv. AS4977-2008 - Petroleum products -
<p>The proposal is not a Service Station, therefore the Service Station-specific provisions and standards do not apply.</p>	

	<p>Pipeline, road tanker compartment and underground tank identification;</p> <p>b. has installed and maintains and operates Stage 1 and Stage 2 Vapour Recovery Systems in compliance with NSW DECC Standards and Best Practice Guidelines for Vapour Recovery at Petrol Service Stations;</p> <p>c. is designed and managed to prevent the discharge of contaminants to the stormwater system by discharging contaminants in the fuel dispensing area (under canopy) and underground storage tank remote fill point to a blind sump with a minimum capacity of 10kL;</p> <p>d. has a spill activated cut-off valve installed.</p>	
<p>PO3 Development (other than a Service station) involving the storing or dispensing of petroleum, is designed and constructed to ensure that on-site operations:</p> <p>a. do not cause environmental harm;</p> <p>b. do not result in the release of untreated pollutants;</p> <p>c. prevent the emission of contaminant to land, surface water or groundwater.</p>	<p>AO3 Development (other than a Service station) involving the storing or dispensing of petroleum, is designed and constructed to comply with:</p> <p>a. AS1940-2004 - The storage and handling of flammable and combustible liquids;</p> <p>b. AS1692-2006 - Steel tanks for flammable and combustible liquids;</p> <p>c. AS1657-2013 - Fixed platforms, walkways, stairways and ladders - Design, construction and installation;</p> <p>d. UL 142-1968 - Steel Above Ground Tanks for Flammable and Combustible Liquids;</p> <p>e. ULC S601.00 - Standard for Shop Fabricated Steel Aboveground Horizontal Tanks for Flammable and Combustible Liquids.</p>	<p>The AIS use and minor vehicle repair and servicing activities do not include bulk storage or dispensing of petroleum. Any petrol in vehicles remains in the vehicles' own fuel tanks, and no fixed on-site petrol pumps or larger fuel storage tanks are proposed.</p> <p>Minor lubricants and oils associated with normal servicing are not dispensed as a petroleum product to third parties, but used solely as part of the inspection/servicing process. These materials will be:</p> <ul style="list-style-type: none"> • stored in accordance with standards; • kept within the enclosed shed on an impervious floor; • handled so as to avoid spills, with spill kits available; • collected for off-site disposal via a

		<p>licensed waste contractor.</p> <p>Accordingly, the development does not trigger the need for compliance with AS1940 or other bulk fuel storage standards listed in AO3, as there is no bulk petroleum storage or dedicated dispensing system on site.</p>
<p>PO4 Development involving the storing or dispensing of petroleum from underground tanks ensures that the underground tanks are decommissioned appropriately.</p>	<p>AO4 Development involving the storing or dispensing of petroleum from underground tanks ensures that the underground tanks are removed in accordance with AS4976-2008 - The removal and disposal of underground petroleum storage tanks.</p>	<p>There are no underground petroleum storage tanks on the subject site, and none are proposed as part of this development. The use operates solely from the existing shed with no existing or proposed underground fuel infrastructure.</p>
Hazardous chemicals		
<p>PO5 Buildings containing fire-risk hazardous chemicals are designed to detect the early stages of a fire situation and notify a designated person.</p>	<p>AO5 Buildings containing fire-risk hazardous chemicals are provided with 24 hour monitored fire detection system for early detection of a fire event.</p>	<p>The proposal does not involve the storage of hazardous chemicals in quantities that would trigger classification as a fire-risk hazardous chemicals facility (e.g. bulk tanks, large drums, gas cylinders in significant numbers).</p> <p>Materials present are:</p> <ul style="list-style-type: none"> • small quantities of automotive oils, lubricants and consumables; • stored within sealed containers; • of a type and volume commonly found in domestic garages or small home workshops. <p>Given the very small quantities of stored materials, the shed does not function as a hazardous chemicals building in the industrial sense. For this scale and type of use, a full 24-hour monitored fire detection system (AO5) is</p>

		<p>not warranted to achieve the intent of the PO. The risk profile is equivalent to, or lower than, common home-based hobby/workshop situations.</p>
<p>PO6 Aboveground storage areas containing hazardous chemicals and fuels are designed with spill containment systems.</p>	<p>AO6 Bunded areas for the storage of hazardous chemicals and fuels are provided:</p> <ul style="list-style-type: none">a. in a separate enclosed area with an impervious floor;b. of a capacity at least 100 percent of the capacity of the largest tank or package plus 25 percent of the combined capacity;c. covered by sufficient roofing to prevent the egress of rainwater entering the bunded area if the storage area is outside.	<p>The proposed use does not include any large aboveground tanks or dedicated fuel/chemical storage compounds.</p> <p>As there are no large tanks or bulk chemical storage, the detailed bunding requirements in AO6 are not applicable. However, the underlying outcome of avoiding uncontrolled releases to soil or water is fully achieved through indoor storage, sealed containers, and professional waste management practices.</p>

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		
<p>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:</p> <ul style="list-style-type: none"> a. the particular circumstances of the premises including the: <ul style="list-style-type: none"> 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; 	<p>AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>The proposed AIS and minor vehicle repair and servicing use generates extremely low traffic and parking demand, with 1–3 customer vehicles per day and a single operator. The existing residential driveway and hardstand areas provide more than adequate on-site parking for:</p> <ul style="list-style-type: none"> • the operator’s vehicle; • one customer vehicle undergoing inspection <p>Customer parking occurs on the existing sealed driveway areas without obstruction to the dwelling’s own parking nor any street parking reliance. The use does not generate loading or servicing demand beyond what is typical for a residential property. The size of the premises, enclosed shed, and limited vehicle movements</p>

<p>b. the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.</p>		<p>all ensure the parking supply is appropriate. The site is not located near major transport nodes but the demand is so minimal that no reliance on public parking or transport is required.</p>
<p>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.</p>	<p>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.</p>	<p>The premises does not incorporate any security gate restricting access to parking areas. All vehicle areas remain freely accessible during business hours.</p>
<p>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.</p>	<p>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.</p>	<p>Parking areas remain fully accessible at all times. No gates, roller doors or devices inhibit access. Parking is free and unobstructed, with dedicated space for the operator and customers.</p>
<p>Provision of motorcycle parking</p>		
<p>PO4 Motorcycle parking is provided that is safe and functional.</p>	<p>AO4 Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004 - Parking facilities - Off street car parking.</p>	<p>The small scale nature of the use does not generate identifiable motorcycle parking demand. If a customer arrives on a motorcycle, the existing on-site hardstand provides safe, level, unobstructed parking opportunities.</p> <p>Given the scale of activities, the development</p>

		satisfies motorcycle parking needs.
Provision of bicycle parking		
<p>PO5 Bicycle parking facilities are provided that:</p> <ul style="list-style-type: none"> a. satisfy the likely demand for bicycle parking; b. are functional; c. are located close to a pedestrian entry to a building. 	<p>A05 Bicycle parking facilities comply with:</p> <ul style="list-style-type: none"> 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. 	<p>The use is not expected to generate any bicycle-based trips due to its specialised nature. Nevertheless, bicycles may be parked on the existing residential driveway or beside the dwelling where safe and proximate to the pedestrian entry. The very low customer volume means demand is negligible.</p>
Provision of vehicle manoeuvring area		
<p>PO6 Development provides a safe and functional vehicle manoeuvring area.</p>	<p>A06 Development provides a vehicle manoeuvring area that:</p> <ul style="list-style-type: none"> a. enables vehicles to enter and exit the site in a forward motion where the development: <ul style="list-style-type: none"> 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. 	<p>The existing driveway and tennis-court hardstand area allow vehicles to enter, manoeuvre and exit the site safely in forward gear. Vehicles accessing the rear shed can turn within the property without reversing onto the street. The manoeuvring paths are wide, flat and unobstructed.</p>
Vehicle washing bay		
<p>PO7 A vehicle washing bay does not cause environmental harm.</p>	<p>A07 A vehicle washing bay provides that run off is discharged to:</p> <ul style="list-style-type: none"> a. a grassed area or permeable landscape area; or 	<p>No vehicle washing bay is proposed as part of the proposed use. Therefore, no runoff will occur that could cause environmental harm.</p>

	b. the sewerage system.	
Car park access		
<p>PO8 Vehicular access to a car parking area has sufficient queuing space to ensure a vehicle does not queue on a road, cycleway or footpath.</p>	<p>AO8 Vehicular queuing space to a car parking area: 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.</p>	<p>The site generates extremely low traffic volumes. Vehicles arrive by appointment only, ensuring arrivals are spaced and predictable. The driveway length from the street to the parking/inspection area provides adequate queuing space for at least one car without affecting the road, footpath, or cycleway.</p> <p>No queueing onto Boscawen Street will occur, and the use does not require a gate, boom or access control point.</p>
Access and driveways		
<p>PO9 A driveway is safe, functional and does not adversely affect infrastructure.</p>	<p>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.</p>	<p>The existing residential crossover and driveway will accommodate all vehicle movements safely. Minor resurfacing or upgrades associated with accessing the rear shed will comply with good engineering practice. No modification to Council road infrastructure is required. Furthermore, the driveway does not interfere with utilities, stormwater structures or pedestrian pathways.</p>
Design and construction of a car parking area		
<p>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</p>	<p>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.</p>	<p>The proposal does not require the establishment of a formal car park. Instead, the use relies on existing residential hardstand and driveway areas.</p> <p>These areas:</p> <ul style="list-style-type: none"> allow safe and logical pedestrian and vehicle movement;

<p>network;</p> <p>d. provide safe and efficient vehicle circulation;</p> <p>e. provide a progressive reduction in the speed environment in moving between the road and a parking space;</p> <p>f. provide a safe sight distance at a potential conflict point;</p> <p>g. provide for efficient and simple parking space search patterns;</p> <p>h. provide for uncongested public transport and service vehicle movements through the premises;</p> <p>i. keeps a heavy vehicle out of a parking aisle;</p> <p>j. ensure no heavy vehicle reverses across a pathway;</p> <p>k. prevent parking off a circulation road;</p> <p>l. prevent an adverse impact on the safety and efficiency of the existing or planned movement network;</p> <p>m. prevent a motorist from reversing on a road;</p> <p>n. prevent an unnecessary space that encourages illegal parking;</p> <p>o. address safety of users through appropriate lighting;</p> <p>p. be appropriately landscaped;</p> <p>q. be surfaced so as to be useable in all weather conditions;</p> <p>r. manage stormwater flows.</p>		<ul style="list-style-type: none"> • provide clear sightlines • maintain a residential scale consistent with the dwelling; • minimise paving increases; • do not impact public transport paths or the broader movement network. <p>Landscaping in the front setback remains undisturbed, and the hardstand surface is all-weather and appropriately graded for stormwater management.</p>
<p>Waste management</p>		

<p>PO11 Development layout provides for refuse servicing which:</p> <ul style="list-style-type: none"> 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; d. does not detract from the aesthetics or amenity of the surrounding area. 	<p>AO11.1 Development ensures that an on-site service bay for refuse collection is designed:</p> <ul style="list-style-type: none"> 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; c. to be located away from street frontages and screened from adjoining premises. <p>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.</p>	<p>Refuse generation from the proposed use is minimal and includes household waste, small packaging materials, and small quantities of sealed automotive consumables. Waste is stored inside the shed or in domestic wheelie bins screened from the street.</p> <p>Refuse collection occurs from the kerbside using the existing residential council service. No on-site heavy vehicle servicing bay is required, and no alteration to servicing arrangements is proposed. This avoids impacts on amenity, safety or visibility.</p>
<p>For assessable development</p>		
<p>Vehicle queuing</p>		
<p>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.</p>	<p>AO12 No acceptable outcome provided.</p>	<p>The proposal does not include a drive-through facility, car wash, food outlet, service station, or any activity that would trigger specialised queuing requirements.</p>

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.