

8.0 APPENDIX A

8.1 LOGAN PLANNING SCHEME 2015 ASSESSMENT BENCHMARKS

8.1.1 Specialised Centre Zone Code

Assessment Benchmarks for Assessable Development and Requirements for Accepted Development

Performance Outcomes	Acceptable Outcomes	Compliance
For accepted development (subject to requirements) and assessable development		
Land use		
PO1 A use in the Specialised centre zone is for uses identified in: (a) section 6.2.15.2(3)(d)(i) overall outcomes for the Albert River tourism precinct, or (b) section 6.2.15.2(3)(e)(i) overall outcomes for the Highway business precinct, or (c) section 6.2.15.2(3)(f)(i) overall outcomes for the Low impact office precinct, or (d) section 6.2.15.2(3)(g)(i) overall outcomes for the Loganholme tourism precinct, or (e) section 6.2.15.2(3)(h)(i) overall outcomes for the Old Chatswood Road precinct, or (f) section 6.2.15.2(3)(i)(i) overall outcomes for the Underwood business precinct.	AO1 A use in the Specialised centre zone is for uses identified in: (a) section 6.2.15.2(3)(d)(i) overall outcomes for the Albert River tourism precinct, or (b) section 6.2.15.2(3)(e)(i) overall outcomes for the Highway business precinct, or (c) section 6.2.15.2(3)(f)(i) overall outcomes for the Low impact office precinct, or (d) section 6.2.15.2(3)(g)(i) overall outcomes for the Loganholme tourism precinct, or (e) section 6.2.15.2(3)(h)(i) overall outcomes for the Old Chatswood Road precinct, or (f) section 6.2.15.2(3)(i)(i) overall outcomes for the Underwood business precinct.	The proposal relates to a Multiple Dwelling – which is identified as being acceptable use within the Highway Business precinct.

Shop		
PO2 Other than in the Old Chatswood Road precinct, a Shop (a) is small-scale; (b) does not undermine the viability of a nearby centre. Note - Planning scheme policy 2 - Economic need and impact assessment provides guidance on how to achieve this outcome.	AO2 Other than in the Old Chatswood Road precinct, a Shop: (a) has a maximum gross floor area of 200m2 per tenancy; (b) is not within 800 metres of another Shop.	The proposal does not relate to a shop use.
Amenity		
General emissions		
PO3 Development protects the intended amenity for the zone and precinct of an adjoining premises by having regard to: (a) noise emissions; (b) air emissions; (c) light emission; (d) radiation emissions; (e) vibration emissions.	AO3 Development complies with the following emissions standard of Planning scheme policy 3 - Environmental management: (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; (d) section 3.2.4 - Radiation emission standards;	The proposal will comply with the stipulated requirements for emissions.

	(e) Table 3.2.5.1 - Preferred weighted rms value for continuous and impulsive vibration acceleration m/s ² 1/80Hz.	
Reverse amenity		
PO4 Development, being a sensitive land use, maintains the operational integrity of the government supported transport infrastructure and corridor by mitigating the adverse impacts of the infrastructure.	A04 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 - Development Affected by Environmental Emissions from Transport Policy prepared by Department of Transport and Main Roads.	The proposal is for a sensitive land use. The construction will comply with the noise and vibration criteria identified in section 7 - Development Affected by Environmental Emissions from Transport Policy prepared by Department of Transport and Main Roads.
PO5 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.	A05 A sensitive land use is not developed within the separation distance shown in Column 1, from the use listed in Column 2 in Table 6.2.15.3.2.	The site is not located within the stipulated separation limits of certain uses in Table 6.2.15.3.2.
Design		
Building height in the Albert River tourism precinct		
PO6 A building has a height that is consistent with the intended predominant uses, built form and streetscape for the precinct having regard to: (a) the functional requirements of the use; (b) the topography of the area and site slope;	A06 A building in the Albert River tourism precinct has a maximum height of: (a) 25 metres south of Distillery Road; (b) 15 metres north of Distillery Road; (c) 10 metres within 200 metres of the Albert River.	The site is not located within the stipulated precinct.

(c) avoids overshadowing of premises in the residential zone category; (d) transitions to the residential zone category land to protect: (i) visual amenity; (ii) privacy.		
Building height in the Highway business precinct		
PO7 A building has a height that is consistent with the intended predominant uses, built form and streetscape for the precinct having regard to: (a) the functional requirements of the use; (b) the topography of the area and site slope; (c) avoids overshadowing of premises in the residential zone category; (d) transitions to the residential zone category land to protect: (i) visual amenity; (ii) privacy.	AO7 A building has a maximum height of 12 metres.	The proposal will include a new building with a height generally less than 12 metres. A small portion of the building roof plant (A/C enclosures) and lift overrun minorly exceed this height. Whilst visible in true elevation these items are setback from the edges of the building ensuring negligible impact on surrounding view corridors. The built form does not therefore read as excessive in height
Building height in the Low impact office precinct		
PO8 A building has a height that is consistent with the intended predominant uses, built form and streetscape for the precinct having regard to: (a) the functional requirements of the use; (b) the topography of the area and site slope; (c) avoids overshadowing of premises in the residential zone category;	AO8 A building has a maximum height of 12 metres.	The site is not located within the stipulated precinct.

(d) transitions to the residential zone category land to protect: (i) visual amenity; (ii) privacy.		
Building height in the Loganholme tourism precinct		
PO9 A building has a height that is consistent with the intended predominant use and built form for the precinct having regard to: (a) the functional requirements of a use; (b) the topography of the area and site slope.	AO9 A building has a maximum height of 40 metres.	The site is not located within the stipulated precinct.
Building height in the Old Chatswood Road precinct		
PO10 A building has a height that is consistent with the intended predominant uses, built form and streetscape for the precinct having regard to: (a) the functional requirements of the use; (b) the topography of the area and site slope; (c) avoids overshadowing of premises in the residential zone category; (d) transitions to the residential zone category land to protect: (i) visual amenity; (ii) privacy.	AO10 A building in the Old Chatswood Road precinct, has a maximum height that complies with Figure 6.2.15.3.1 - Old Chatswood Road building heights.	The site is not located within the stipulated precinct.
Building height in the Underwood business precinct		
PO11	AO11	

A building or structure has a height that is consistent with the intended uses, built form and streetscape for the precinct having regard to: (a) the functional requirements of the use; (b) the topography of the area and site slope avoids overshadowing of premises in the residential zone category; (c) transitions to the residential zone category land to protect: (i) visual amenity; (ii) privacy; (iii) solar access.	A building or structure in the Underwood business precinct, has a maximum building height of: (a) 30 metres; (b) 8.5 metres if within 15 metres of a lot in the Low density residential zone.	The site is not located within the stipulated precinct.
For assessable development only		
Design		
Built form		
PO12 A building contributes to the immediate streetscape character with highly articulated buildings and detailing: (a) orientating the building to the primary road frontage; (b) providing a well-articulated façade; (c) incorporating detailed design measures for visual aesthetics; (d) integrating with public open space; (e) integrating with the street; (f) having a human scale at the ground floor.	AO12 No acceptable outcome provided.	The proposal will include a new building which will contribute to the immediate streetscape character. To elaborate, this building will be orientated to the road with a well-articulated façade that incorporates detailed design measures for visual aesthetics. The proposal presents a built form that integrates with the street whilst maintaining a human scale at the ground floor.

Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.		
PO13 A building is designed to minimise wind effects.	AO13 Development provides wind mitigation for a building which is between 30 metres and 60 metres in height that utilise at least two of the following strategies: (a) building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds; (b) a podium and tower building form with tower set back at least 10m from all streets above the podium level to deflect wind downdrafts from penetrating to street level (but the podium is not suitable for communal or private open space); (c) canopies and awnings to protect pedestrians; (d) trellis structures and a dense network of trees at ground or podium level. Note - No acceptable outcome is prescribed for a development if more than 60 metres in height. Note - This is demonstrated by submission of a wind impacts report from a suitably qualified professional.	The proposal does not relate to a building with a height between 30 and 60 metres.
PO14 Development ensures that glass or any other surface likely to reflect specular rays does not impose undue nuisance, discomfort or hazard on the surrounding locality.	AO14 No acceptable outcome provided.	The proposal will incorporate building materials which will not impose undue nuisance, discomfort or hazard on the surrounding locality – particularly when it comes to glare, etc.
Streetscape		
PO15	AO15	

Development ensures vehicle entrances, servicing and parking are designed and located to minimise disruption to building frontages, pedestrian environment and to reduce the visual impact on the streetscape.	No acceptable outcome provided.	The proposal ensures vehicle entrances along with servicing and parking provisions are designed and located to minimise disruption to building frontages and the pedestrian environment <i>and</i> to reduce the visual impact on the streetscape.
Crime prevention through environmental design		
PO16 Development supports the safety of users and adjoining public open spaces by utilising crime prevention through environmental design principles by: (a) providing casual surveillance; (b) providing easy way finding for pedestrians; (c) deterring unintended and illegitimate access to premises; (d) limiting the opportunities for graffiti and vandalism. Note - Planning scheme policy 1 - Crime prevention through environmental design outlines the appropriate measures to be taken into account to achieve this outcome.	AO16 No acceptable outcome provided.	The proposal will support the safety of users and adjoining public open spaces by utilising crime prevention through environmental design principles. To elaborate, the proposal will: provide casual surveillance; provide easy way finding for pedestrians; deter unintended and illegitimate access to premises; and limit the opportunities for graffiti and vandalism.
Service areas and storage		
PO17 Development ensures vehicles entrances, servicing and parking are designed and located to minimise disruption to building frontages, pedestrian environment and to reduce the visual impact on the streetscape.	AO17 A development: (a) locates any new parking areas underground or behind the building; (b) screens, plant, equipment, services and outdoor storage of materials from public view; (c) sites with more than one street frontage use the rear lanes and/or streets, with lesser pedestrian	The proposal locates parking areas generally to the rear or underground within the basement level. The proposal includes screening to plant and equipment to ensure that building services do not create a visual blight for the surrounding environment.

	activity, for vehicular access to basements and parking areas; (d) ensures vehicle entrances are minimised in height, width, and shared use of vehicular access points are utilised where possible.	Vehicle entrances and are designed to minimise dominance of vehicle parking and access on the streetscape.
PO18 A loading dock does not adversely affect: (a) visual amenity; (b) residential amenity.	AO18 A loading dock is not located adjoining premises that are a sensitive land use.	The proposal does not include a loading dock.
Social and health impact		
PO19 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.	AO19.1 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.	The proposal will not facilitate the sale or consumption of liquor.
	AO19.2 Development does not provide for gaming.	The proposal will not facilitate gaming.
Albert River tourism precinct		
Design		
Landscape character		
PO20 Development has a landscape setting when viewed from the Albert River.	AO20 No acceptable outcome provided.	The site is not located within the stipulated precinct.

Highway business precinct		
Land use		
Low impact industry		
PO21 A Low impact industry being the repair of vehicles in the Highway business precinct: (a) is subordinate to an Outdoor sales or a Showroom; (b) has a direct association and shares premises with an Outdoor sales or a Showroom.	AO21 A Low impact industry being the repair of vehicles in the Highway business precinct is: (a) limited to 49 percent of the gross floor area; (b) located on the same premises as an Outdoor sales or a Showroom.	The proposal does not relate to a low impact industry use.
Design		
Clarke Road		
PO22 A building on the eastern side of Clarke Road protects the residential amenity of adjoining premises in the Low density residential zone by ensuring that the rear wall of the building is located on or close to the common boundary and designed to provide: (a) attractive design elements; (b) horizontal and vertical articulation; (c) a high level of noise attenuation; (d) durable materials compatible with adjoining residential development; (e) that a window is non transparent; (f) a low level of maintenance.	AO22 No acceptable outcome provided.	The site is not located along Clarke Road.
PO23	AO23	The site is not located along Clarke Road.

Development with a frontage to Clarke Road provides limited vehicular access to Clarke Road and has regard to: (a) pedestrian, cyclist and vehicular traffic safety; (b) minimising traffic conflict points; (c) maximising on site and on road car parking; (d) maximising frontage landscaping.	Development with a frontage to Clarke Road has a maximum of one accessway for every 50 metres of road frontage.	
Low impact office precinct		
Land use		
Food and drink outlet		
PO24 A Food and drink outlet; (a) is small scale; (b) serves the local workforces' daily needs.	AO24 A Food and drink outlet: (a) has a maximum gross floor area of 200m2 per tenancy; (b) not within 800 metres of another Food and drink outlet.	The site is not located within the stipulated precinct.
Multiple dwelling being an apartment		
PO25 A Multiple dwelling being an apartment is developed in conjunction with and incidental to an Office.	AO25 A Multiple dwelling being an apartment does not exceed 50 percent of the gross floor area of the building.	The site is not located within the stipulated precinct.
Loganholme tourism precinct		
Design		
Landscape character		
PO26	AO26	

Development has a landscape setting when viewed from the Logan River.	No acceptable outcome provided.	The site is not located within the stipulated precinct.
Old Chatswood Road precinct		
Land uses		
Retail activities		
PO27 Retail activities in the Chatswood Road precinct provides a mix of Retail activities that are: (a) of an appropriate size relative to the primary trade area and expenditure; (b) have a total maximum gross floor area of 8,000m²; (c) developed in conjunction with and is subordinate a Multiple dwelling being an apartment or Short-term accommodation. Note - Planning scheme policy 2 - Economic need and impact assessment specifies the appropriate measures to be taken into account to achieve this outcome.	AO27 Retail activities: (a) have a total maximum gross floor area of 8,000m²; (b) developed in conjunction with Multiple dwelling being an apartment or Short term accommodation.	The site is not located within the stipulated precinct.
Design		
Layout		
PO28 Development is designed and located to: (a) facilitate a main street through the precinct; (b) provide small-scale active uses along the main street frontage at the ground floor; (c) provide continuous weather protection along the main street frontage at the ground floor;	AO28 Development is designed to comply with Figure 6.2.15.3.2 - Old Chatswood Road precinct layout.	The site is not located within the stipulated precinct.

(d) provide landmark buildings and structures to enhance recognition and way finding.		
Underwood business precinct		
Low impact industry		
PO29 A Low impact industry being the repair of vehicles in the Underwood business precinct: (a) is subordinate to an Outdoor sales or a Showroom; (b) has a direct association and shares premises with an Outdoor sales or a Showroom.	A029 A Low impact industry being the repair of vehicles in the Underwood business precinct is: (a) limited to 49 percent of the Gross floor area; (b) located on the same premises as an Outdoor sales or a Showroom.	The site is not located within the stipulated precinct.

8.1.2 Multiple Dwelling, Rooming Accommodation and Short-Term Accommodation Code

Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Compliance
Assessable Development		
Housing diversity		
PO1 A Multiple dwelling caters for a mix of household sizes having regard to local demographics and existing housing supply.	AO1 A Multiple dwelling comprising more than 20 dwellings provides that 30 percent of dwellings have a different number of bedrooms than other dwellings.	The proposal is for 20 units only.
Amenity		
PO2 A Multiple dwelling exceeding 20 dwellings provides on-site management.	AO2 A Multiple dwelling exceeding 20 dwellings has an on-site manager.	The proposal is for 20 units only.
PO3 Rooming accommodation has on-site management that protects the intended amenity for the zone and precinct.	AO3 Rooming accommodation exceeding five accommodation rooms has an on-site manager.	The proposal is not for Rooming Accommodation.
Built form		
PO4 Building layout, location and design of windows or screen devices minimises adverse privacy impacts on dwellings.	AO4 Where a building is located within two metres at ground level or 9 metres above ground level of a habitable room , window or private open space , habitable rooms have:	The proposal includes screening and high sill height windows to the side elevations to ensure adverse impacts on privacy for adjoining residents is minimised.

	a. an offset from a habitable room or private open space to limit overlooking as shown in Figure 9.3.5.3.1 - Window offset; or b. sill heights of a minimum 1,500mm above floor levels; or c. fixed obscure glazing in any part of the window below 1,500mm above floor level; or d. fixed external screens; or e. in the case of screening for ground floor, fencing to a minimum of 1.8 metres above ground level.	
PO5 Screening and partial enclosure of balconies is provided to address visual privacy and amenity of occupants of the dwelling and neighbouring dwellings.	A05.1 Development provides screening of utilities and clothes drying racks.	Utility areas along with clothes drying facilities will be appropriately screened from view.
	A05.2 Development provides privacy screening at a maximum of: a. 60 percent of total individual balcony face area, where fronting a street; b. if west-facing, to a maximum of 100 percent of the total individual balcony face area; c. 100 percent of the total individual balcony face area if a secondary balcony not fronting a street, and used for utilities or drying area.	Each private open space area is suitably orientated and screened to ensure visual privacy and amenity of occupants of the proposed dwellings along with that of neighbouring dwellings.
Private open space		
PO6 A Multiple dwelling provides private open space for each dwelling that: a. is well-proportioned and functional;	A06 A Multiple dwelling has a private open space area: a. for a townhouse, that: - complies with Table 9.3.5.3.2 - Private and communal open space;	Provided private open space for each dwelling is well proportioned and functional to promote outdoor living as an extension of the dwelling to which it serves.

b. promotes outdoor living as an extension of the dwelling.	- has a minimum dimension of 5 metres; - is directly accessible from the main living area; - has a gradient less than five percent; or b. for an apartment, that: - complies with Table 9.3.5.3.2 - Private and communal open space; - has a minimum dimension of 2.5 metres; - is directly accessible from the main living area; - has a gradient less than five percent.	Provided private open space complies with Table 9.3.5.3.2.
Communal open space		
PO7 A Multiple dwelling provides adequate and useable communal open space for each dwelling to meet the needs of the residents having regard to the: a. location and accessibility of a park within a walkable catchment; b. area of a park available for passive and active recreation.	A07 A Multiple dwelling has a communal open space area: a. for a townhouse, that: - complies with Table 9.3.5.3.2 - Private and communal open space; - has a minimum dimension of 7.5 metres; - has a gradient less than five percent; or b. for an apartment, that: - complies with Table 9.3.5.3.2 - Private and communal open space; - has a minimum dimension of 7.5 metres; - has a gradient less than five percent.	Provided communal open space areas generally comply with Table 9.3.5.3.2 - Private and communal open space, each with a minimum dimension of 7.5 metres and a gradient less than five percent.
PO8 A Multiple dwelling, Rooming accommodation or Short-term accommodation provides communal open space and facilities that are located and designed to be: a. safe and attractive;	A08 No acceptable outcome provided.	The proposal includes three individual communal open space areas (1 per level) that provide safe and attractive, easily accessible, clearly defined, centrally located, adequate and useable and designed for climatic comfort passive communal recreational spaces.

b. easily accessible; c. clearly defined; d. centrally located; e. a combination of passive and active recreation; f. adequate and useable and designed for climatic comfort; g. connected to a footpath.		
PO9 A Multiple dwelling or Short-term accommodation ensures that the number and location of refuse collection bins presented for kerbside collection does not negatively impact on streetscape character, pedestrian and vehicular movement and safety or access for other service providers and utilities.	AO9.1 A Multiple dwelling or Short-term accommodation comprising more than 10 dwellings provides on-site collection of refuse in accordance with Planning scheme policy 9 - Waste management.	The proposal is for a multiple dwelling of more than 10 units, and as such provides on-site collection of refuse in accordance with Planning Scheme Policy 9.
	AO9.2 A Multiple dwelling or Short-term accommodation comprising 10 or less dwellings provides on-site collection of refuse where there is inadequate road frontage for all wheeled bins to be presented for kerbside collection. Note - Planning scheme policy 9 - Waste management provides guidance on how to achieve this outcome.	The proposal is for 20 units.
Table 9.3.5.3.2 - Private and communal open space		
Use	Private Open Space	Communal Open Space
Multiple dwelling being a townhouse	A minimum of 25m ² courtyard for each dwelling where communal open space is provided	A minimum of 10m ² for each dwelling where private open space is less than 35m ² for each dwelling
	A minimum of 35m ² courtyard for each dwelling where no communal open space is provided	

Multiple dwelling being an apartment	A minimum of 25m ² for each dwelling at ground floor.	A minimum of 20 percent of the site area
	A minimum of 15m ² balcony for each dwelling above ground floor.	
Rooming accommodation or Short-term accommodation	Not applicable	A minimum of 10 percent of the site area
Response		
The subject proposal is for an apartment style built form. Proposed Communal Open space is located across 3 levels, totalling 343.28sqm, being 16.91%. Private open space across all levels and all units exceed minimum requirements.		

8.1.3 Strategic Airport and Environs Overlay Code

Assessment Benchmarks for Assessable Development and Requirements for Accepted Development

Performance Outcomes	Acceptable Outcomes	Compliance
For accepted development (subject to requirements) and assessable development		
Operational airspace		
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard in the Archerfield airport's operational airspace.	AO1 Development in the Obstacle limitation surface area identified on Strategic airport and environs overlay map OM-11.01: (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.	The site is located a significant distance from Archerfield Airport and is of a height (both during and post construction) that does not approach Archerfield's Operational Airspace.
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.	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: (a) a gaseous plume with a velocity exceeding 4.3m/s; (b) smoke, dust, ash, steam or other airborne particulate.	The site is located within the stipulated area however the proposal will not release gaseous plumes, smoke, dust, ash steam or other airborne particulates -

Bird and Bat Strike area		
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.	A03 Development in the Bird and bat strike area identified on Strategic airport and environs overlay map OM-11.01 does not involve: (a) Animal husbandry; or (b) Cropping; or (c) Intensive animal industry; or (d) Major sport, recreation and entertainment facility; or (e) a food processing plant being a Medium impact industry or High impact industry; or (f) Outdoor sport and recreation; or (g) Utility installation being a waste management facility, sewerage treatment plant or water treatment plant.	The proposal is not located within the Bird and Bat Strike Area and does not include any of the stipulated uses.

8.1.4 Filling and Excavation Code

Refer to attached Civil Engineering Report for details and Code Assessment.

8.1.5 Infrastructure Code

Refer to attached Civil Engineering Report for details and Code Assessment.

8.1.6 Landscape Code

Requirements for Assessment

Performance Outcomes	Acceptable Outcomes	Compliance
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; (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;	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.	Refer to attached "Statement of Landscape Intent" prepared by Scenetics for details.

(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.		
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8.1.7 Servicing, Access and Parking Code

Requirements for Assessment

Performance Outcomes	Acceptable Outcomes	Compliance
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; (b) the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.	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.	The proposal will ensure new vehicle parking and servicing areas are provided in compliance 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. For further details around this, please refer to the attached Traffic Engineering Report from Modus Transport and Traffic Engineering.
PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate.	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.	The proposal will include a security gate in compliance with Table 9.4.7.3.4— Visitor parking spaces for uses incorporating 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.	A03 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.	The proposal provides for resident and visitor vehicle parking only. For further details around this, please refer to the attached Traffic Engineering Report from Modus Transport and Traffic Engineering.
Provision of motorcycle parking		
PO4 Motorcycle parking is provided that is safe and functional.	A04 Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004–Parking facilities– Off street car parking.	The proposal will not include or require motorcycle parking.
Provision of bicycle parking		
PO5 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.	A05 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 proposal will ensure new bicycle parking facilities comply with the relevant requirements.
Provision of vehicle manoeuvring area		
PO6 Development provides a safe and functional vehicle manoeuvring area.	A06 Development provides a vehicle manoeuvring area that:	The proposal will ensure new vehicle manoeuvring areas comply with the relevant requirements. For further details around this, please refer to the

	(a) accommodates the design vehicle specified in Table 9.4.7.3.5—Design vehicle for a manoeuvring area; (b) complies with section 3.4.4.10—Manoeuvring areas of planning scheme policy 5— Infrastructure.	attached Traffic Engineering Report from Modus Transport and Traffic Engineering.
Vehicle washing bay		
PO7 A vehicle washing bay does not cause environmental harm.	A07 A vehicle washing bay provides that run off is discharged to: (a) a grassed area or permeable landscape area; or (b) the sewerage system.	The proposal will include a vehicle washing bay as per requirements.
Car park access		
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.	A08 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.	The proposal will ensure new vehicular queuing spaces comply with the relevant requirements. For further details around this, please refer to the attached Traffic Engineering Report from Modus Transport and Traffic Engineering.
Access and driveways		
PO9 A driveway crossover is safe, functional and does not adversely affect infrastructure.	A09 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.	The proposal will ensure new driveways comply with the relevant requirements. For further details around this, please refer to the attached Traffic Engineering Report from Modus Transport and Traffic Engineering.

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; (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;	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.	The proposal will ensure the new car parking area complies with the relevant requirements. For further details around this, please refer to the attached Traffic Engineering Report from Modus Transport and Traffic Engineering.

(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.		
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; (d) does not detract from the aesthetics or amenity of the surrounding area.	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; (c) to be located away from street frontages and screened from adjoining premises.	The proposal will ensure the onsite service bay for refuse collection complies with the relevant requirements. For further details around this, please refer to the attached Traffic Engineering Report from Modus Transport and Traffic Engineering.
	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.	The proposal will ensure onsite refuse collection and associated onsite vehicle manoeuvring areas comply with the relevant requirements. For further details around this, please refer to the attached Traffic Engineering Report from Modus Transport and Traffic Engineering.
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.	AO12 No acceptable outcome provided.	The proposal will not include or require a drive through facility.



Note - Planning scheme policy 5 - Infrastructure provides guidelines on how to achieve this outcome.		
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