

Town Planning Assessment Report

Appendix 3 – Logan Planning Scheme Code Responses

Table 6.2.13.3.1 - Rural 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		
PO1 A use in the Rural residential zone is for uses identified in: a. section 6.2.13.2(3)(d)(i) overall outcomes for the Carbrook precinct; or b. section 6.2.13.2(3)(e)(i) overall outcomes for the Cottage rural precinct; or c. section 6.2.13.2(3)(f)(i) overall outcomes for the Park living precinct; or d. section 6.2.13.2(3)(g)(i) overall outcomes for the Park residential precinct.	AO1 A use in the Rural residential zone is for uses identified in: a. section 6.2.13.2(3)(d)(i) overall outcomes for the Carbrook precinct; or b. section 6.2.13.2(3)(e)(i) overall outcomes for the Cottage rural precinct; or c. section 6.2.13.2(3)(f)(i) overall outcomes for the Park living precinct; or d. section 6.2.13.2(3)(g)(i) overall outcomes for the Park residential precinct.	PO1 - Complies While the proposed development involves a substation within the Park Living Precinct, the use constitutes critical infrastructure that is essential to the operation and reliability of the electricity network. Similar to other forms of essential infrastructure and emergency service facilities, substations may not always align with the intended character or underlying zoning of a site; however, their location is necessarily dictated by operational, technical and network requirements. In this regard, the proposed substation must be situated in a location that enables it to effectively service the surrounding network and meet identified infrastructure demands. Further justification of the need for the development is provided in the Town Planning Report.
Cropping in the Cottage rural precinct		

PO2 Cropping in the Cottage rural precinct has a boundary clearance that protects the amenity of adjoining premises.	AO2 Cropping in the Cottage rural precinct has a minimum boundary clearance of 50 metres from a lot in the residential zone category.	AO2 – N/A The subject site is not located within the Cottage rural precinct.
Design		
Building height		
PO3 A building has a building height that is: a. consistent with a landscape or bushland setting for the Carbrook precinct, Park living precinct and Park residential precinct; b. consistent with a semi-rural or bushland setting in the Cottage rural precinct; c. responsive to the topography of the site.	AO3 A building has a maximum building height of: a. 8.5 metres in the Carbrook precinct, Park living precinct and Park residential precinct; or b. 12 metres in the Cottage rural precinct.	AO3 – Complies The proposed development is less than 8.5 metres in building height.
Boundary clearance		
PO4 A building or structure has a boundary clearance that is compatible with the setting for the precinct having regard to:	AO4 A building or structure, other than an existing lawful building or structure, has a minimum:	AO4 – Complies The proposed development achieves the minimum boundary clearances. The layout has been designed to incorporate substantial setbacks from surrounding

a. visual amenity; b. privacy.	a. road boundary clearance of 20 metres where it has a frontage to Mount Cotton Road or Beenleigh-Redland Bay Road; or b. road boundary clearance of 10 metres on all other roads; c. side and rear boundary clearance of three metres. Note - AO19 has boundary clearance provisions for a building and structure associated with Intensive horticulture or Wholesale nursery	boundaries, including 18.5 metres from the Glynton Road frontage and 58.6 metres from the Teviot Road frontage.
Site cover		
Site cover in the Carbrook precinct, Park living precinct and Park residential precinct		
PO5 A building or structure has a site cover that protects the visual amenity and the landscaped or bushland setting of the precinct.	AO5 A building or structure in the Carbrook precinct, Park living precinct or Park residential precinct, other than an existing lawful building or structure, has a maximum site cover of 700m².	AO5 – Complies The proposed development comprises a total site cover of 335m².
Site cover in the Cottage rural precinct		
PO6	AO6	AO6 – N/A

A building or structure has a site cover that protects the visual amenity and the semi-rural or bushland setting of the precinct.	A building or structure in the Cottage rural precinct, other than an existing lawful building or structure, has a maximum site cover of 700m ² .	The subject site is not located within the Cottage rural precinct.
Amenity		
General emissions		
PO7 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.	AO7 Development complies with the following emissions standards 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;	AO7 – Complies A Noise Impact Assessment has been undertaken by ATP Consulting Engineers (Appendix 8) which has concluded that the proposed development achieves compliance with specified noise standards with no additional mitigation strategies required. The substation is a low-intensity use that will operate remotely and does not involve activities typically associated with significant air, odour, vibration or light emissions. The development can be conditioned to comply with the relevant environmental 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.						
Reverse amenity							
PO8 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	AO8 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.		AO8 – N/A The proposed development is not a sensitive land use.				
PO9 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.	AO9 A sensitive land use is not developed within the separation distance shown in Column 1, from the use listed in Column 2 in Table 6.2.13.3.2. Table 6.2.13.3.2 <table><tr><td>Column 1: Separation distance</td><td>Column 2: Use</td></tr><tr><td></td><td></td></tr></table>		Column 1: Separation distance	Column 2: Use			AO9 – N/A The proposed development is not a 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	
500 metres	Intensive horticulture, being the mushroom farm located on 4696-4754 Mount Lindesay Highway, North Maclean (Lot 1 RP218191).	
300 metres	Intensive horticulture, excluding the mushroom farm located on 4696-4754 Mount Lindesay Highway, North Maclean (Lot 1 RP218191).	
300 metres	Wholesale nursery	
250 metres	Medium impact industry	
PO10 A sensitive land use does not adversely affect the ongoing operation of the Intensive horticulture industry (being the mushroom farm) located on 4696-4754 Mount Lindesay Highway, North Maclean (Lot 1 RP218191).		AO10 A sensitive land use is not located within 500m of the Intensive horticulture industry (being the mushroom farm) located on 4696-4754 Mount Lindesay Highway, North Maclean (Lot 1 RP218191).
		AO10 – N/A The proposed development is not a sensitive land use.

Service areas and storage		
PO11 Plant, equipment, services and outdoor storage of materials do not detract from the amenity of the streetscape.	AO11 Plant, equipment, services and outdoor storage of materials are not visible from a road.	AO11 – Complies Plant, equipment and services associated with the proposed substation will be effectively screened from public view through a combination of perimeter landscaping and a timber paling fence. The proposed use does not involve outdoor storage of materials.
For assessable development only		
Land use		
PO12 A use protects the natural and scenic amenity values of adjoining premises in the Environmental management and conservation zone.	AO12 No acceptable outcome provided.	PO12 – N/A The subject site does not adjoin land within the Environmental management and conservation zone.
Social and health impact		
PO13 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.	AO13.1 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.	AO13.1 – N/A The proposed land use does not involve the sale or consumption of liquor.

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		AO13.2 Development does not provide for gaming.	AO13.2 – N/A The proposed land use does not provide for gaming.
Carbrook precinct			
Design			
Built form			
PO14 The built form does not dominate the landscaped or bushland setting in the Carbrook precinct.	AO14 No acceptable outcome provided.	PO14 – N/A The subject site is not located within the Carbrook precinct.	
Movement network			
PO15 Development in the Carbrook precinct provides a low speed vehicle environment to protect native fauna.	AO15 No acceptable outcome provided.	PO15 – N/A The subject site is not located within the Carbrook precinct.	
Fencing			
PO16	AO16	PO16 – N/A	

A fence provides for the movement of native fauna.	A fence: a. provides that the lowest strand or rail is a minimum of 60 centimetres above the ground level; b. provides that the distance between each rail or strand is a minimum of 30 centimetres; c. is not electrified; d. does not include barbed or razor wire.	The subject site is not located within the Carbrook precinct.
Cottage rural precinct		
Land use		
Animal keeping being for the training of horses and stabling		
PO17 Animal keeping being the training or stabling of horses does not produce dust emissions that adversely affect rural residential amenity by providing a: a. adequate separation from a use in the residential zone category; b. boundary clearance; c. suitable track surface.	AO17 A training or exercise track for horses and stabling of horses: a. has a minimum boundary clearance of: i. 30 metres from a residential zone category; ii. 15 metres otherwise;	AO17 – N/A The subject site is not located within the Cottage rural precinct.

	b. is surfaced with a material that limits dust generation (such as coarse sand or chip sawdust mix).	
Animal keeping, being a kennel		
PO18 Animal keeping being a kennel does not produce emissions that adversely impact on residential amenity by providing: a. adequate separation from a use in the residential zone category; b. separation from other existing kennels; c. ease of supervision; d. boundary clearances; e. setbacks; f. a visual buffer to limit visual stimulus to dogs from an external source; g. an acoustic fence; h. a limit on the number of dogs kept on the premises.	AO18 Animal keeping being a kennel: a. is located a minimum of 100 metres from any lot in the residential zone category; b. is located a minimum distance of 1000 metres from another lawfully established or approved kennel; c. is located a maximum of 20 metres from the Dwelling house on the same lot; d. has a minimum boundary clearance of: i. 100 metres from a road frontage; ii. 15 metres from a side and rear boundary; e. is setback a minimum of: i. 150 metres from a sensitive land use;	AO18 – N/A The subject site is not located within the Cottage rural precinct.

	ii. 150 metres from the boundary of an adjoining lot where the adjoining lot is vacant; f. is visually buffered by: i. a minimum five metres wide screen landscaping strip adjoining a building, run, exercise yard or car park; ii. locating the kennel behind the existing or proposed Dwelling house; iii. provides an acoustic fence with a minimum height of two metres; iv. has no more than 10 dogs per hectare, up to a maximum of 100 dogs.	
Intensive horticulture or Wholesale nursery		
PO19 An Intensive horticulture or Wholesale nursery protects the amenity of adjoining premises.	AO19 A building or structure, where associated with Intensive horticulture or Wholesale nursery has a minimum boundary clearance of: a. 50 metres from a lot boundary; or	AO19 – N/A The subject site is not located within the Cottage rural precinct.

	b. 10 metres from a lot boundary where it shares a common lot boundary with a property that is being lawfully used for: i. Animal husbandry; ii. Animal keeping; iii. Cropping; iv. Emergency services; v. Intensive horticulture; vi. Permanent plantation; vii. Rural industry; viii. Transport depot being Heavy vehicle parking; ix. Wholesale nursery; x. Winery.	
Permanent plantation		
PO20 A Permanent plantation protects the amenity of adjoining premises and safety of people and premises from bushfire.	AO20 A Permanent plantation is setback a minimum distance of: a. 20 metres from a lot boundary; b. 100 metres from a lot boundary of:	AO20 – N/A The subject site is not located within the Cottage rural precinct.

	i. an Educational establishment; or ii. premises in the residential zone category; or iii. premises in the Park living or Park residential precincts.	
Design		
Built form		
PO21 The built form does not dominate the semi-rural or bushland setting.	AO21 No acceptable outcome provided.	PO21 – N/A The subject site is not located within the Cottage rural precinct.
Amenity		
Reverse amenity		
PO22 Development does not prejudice the future operations and viability of Rural activities.	AO22 No acceptable outcome provided.	PO22 – N/A The subject site is not located within the Cottage rural precinct.
PO23 Development is designed and carried out to ensure that chemical spraydrift does not reach adjoining property boundary.	AO23 No acceptable outcome provided.	PO23 – N/A The subject site is not located within the Cottage rural precinct.

Park living precinct		
Design		
Built form		
PO24 The built form does not dominate the landscape or bushland setting.	AO24 No acceptable outcome provided.	PO24 – Complies A Visual Impact Assessment prepared by Insight Design and Assessment Services (Appendix 4) concludes that the proposed development will not dominate the landscape or bushland setting. The proposed substation achieves a built form that is compatible with the semi-rural, landscaped and bushland character of the locality through its scale, siting, architectural treatment and integration with the surrounding environment. The development comprises low-profile switchgear and control buildings with a maximum height of 7.56 metres, which are consistent with the scale and form of ancillary structures commonly found on surrounding rural residential properties, including sheds, outbuildings and detached garages. The substation infrastructure is positioned with generous setbacks from road frontages and adjoining properties, ensuring the development remains visually recessive within the broader landscape and does not

		visually dominate the surrounding environment. The built form incorporates a subdued, non-reflective colour palette and simple architectural design to minimise visual contrast and blend with the established bushland backdrop. Extensive perimeter landscaping further mitigates visual impacts by screening views of the development from surrounding roads and properties, reinforcing the site's landscaped character and assisting in integrating the infrastructure into its bushland setting. Accordingly, the proposed development maintains the visual amenity and landscape qualities of the locality and satisfies the intent of the Performance Outcome.
Park residential precinct		
Design		
Net density		
PO25 Development achieves a density consistent with that intended for the Park residential precinct.	AO25 Development in the Park residential precinct has a maximum net density of 2.5 equivalent dwellings per hectare.	AO25 – N/A The subject site is not located within the Park residential precinct.
Built form		

PO26 The built form does not dominate the landscape or bushland setting.	AO26 No acceptable outcome provided.	AO26 – N/A The subject site is not located within the Park residential precinct.
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Table 9.4.3.3.1 - Infrastructure Code		
Performance outcomes	Acceptable outcomes	Response
Provision, design, construction, and location of infrastructure		
PO1 Development is demonstrated to be capable of being serviced by necessary infrastructure.	AO1 Reports, plans and drawings are provided in accordance with part 2 of Planning scheme policy 5 - Infrastructure.	AO1 – Complies The site is located within the serviced water supply catchment and is in close proximity to existing reticulated water infrastructure. Hydraulic Services Concept Drawings prepared by JHA Services (Appendix 10) confirm that the development can be connected to the reticulated water network via the existing water main within Glynton Road. The site is not located within a reticulated sewerage service catchment. Given the operational nature of the proposed substation and its low staffing levels, wastewater generation will be minimal and can be appropriately managed through an on-site wastewater treatment and disposal system designed in accordance with relevant regulatory requirements. The use is unique in nature and does not require the same standard of services or

		generate demand requirements like that of other types of urban development.
PO2 Development: a. provides necessary infrastructure to service the development; b. provides that the design, construction and location of necessary infrastructure: 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 is efficient and equitable; 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; vi. protects personal health, safety and premises; vii. protects environmental values.	AO2 Development: 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 and Sewerage Design and Construction Code; d. not in a sewerage supply service area complies with part 1 of the Queensland Plumbing and Wastewater Code; e. provides <u>stormwater</u> infrastructure in accordance with <u>part 3.6 of Planning scheme policy 5 - Infrastructure</u>; f. provides a <u>movement network</u> infrastructure in accordance with <u>part 3.4 of Planning scheme policy 5 - Infrastructure</u>; g. provides <u>parks</u> in accordance with <u>part 3.12 of Planning scheme policy 5 - Infrastructure</u>; h. provides road lighting in accordance with <u>part 3.5 of Planning scheme policy 5 - Infrastructure</u>;	AO2 – Complies The site is located within the serviced water supply catchment and is in close proximity to existing reticulated water infrastructure. Hydraulic Services Concept Drawings prepared by JHA Services (Appendix 10) confirm that the development can be connected to the reticulated water network via the existing water main within Glynton Road. The site is not located within a reticulated sewerage service catchment. Given the operational nature of the proposed substation and its low staffing levels, wastewater generation will be minimal and can be appropriately managed through an on-site wastewater treatment and disposal system designed in accordance with relevant regulatory requirements. The use is unique in nature and does not require the same standard of services or generate demand requirements like that of other types of urban development.

	i. provides electricity reticulation in accordance with <u>part 3.8 of Planning scheme policy 5 - Infrastructure</u>; j. provides gas and telecommunications reticulation in accordance with <u>part 3.9 of Planning scheme policy 5 - Infrastructure</u>. k. is consistent with the general planning layouts in <u>part 7.2 of Planning scheme policy 5 - Infrastructure</u>. Editor's note - The delivery of any part of a network identified in the plans for	
Location of Development		
PO3 Development is located to protect trunk infrastructure networks	AO3 Development is located outside a network 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.	AO3 – Complies The development does not impact on the supply of trunk infrastructure as supported in the Local government infrastructure Plan.
Fire Fighting		
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	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 <u>access</u> ways are in accordance with: a. Australian Standard (AS) 2419.1 - 2005 <i>Fire hydrant installations</i>;	AO4 – N/A The development does not involve a use which is to be accessed by common private title.

unit access, which are private and under group or body corporate control.	b. QFES: <i>Fire Hydrant and vehicle <u>access</u> guidelines for residential, commercial and industrial lots.</i>	
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.	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 <u>Table 9.4.3.3.2</u> - Water storage for fire fighting, dedicated or retained for fire fighting purposes that is made of fire resistant materials and is: i. a separate tank; or ii. a reserve section in the bottom part of the main water supply tankwater tank.	AO5 – Complies The site is located within the serviced water supply catchment and is in close proximity to existing reticulated water infrastructure. Hydraulic Services Concept Drawings prepared by JHA Services (Appendix 10) confirm that the development can be connected to the reticulated water network via the existing water main within Glynton Road. The proposed development does not include any site-specific fire water supplies. However, a designated water filling and hydrant fill point is located at Teviot Road near the Glynton Road, which is approximately 65 m of the main entrance of the proposed development. Please refer to the Bushfire Hazard Assessment (Appendix 5) for further details.
Waste Management		
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	AO6.1 Development provides refuse and recycling collection and storage facilities in accordance with Planning scheme policy 9 - Waste management.	AO6.1 – Complies The proposed use is remotely operated and does not involve any permanent staffing, regular occupation or operational activities that generate waste requiring routine refuse collection services. Site visits are limited to periodic inspection, maintenance and fault

		response activities, with any minor waste generated during these occasions being removed from the site by maintenance personnel as part of standard operational procedures.
	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.	AO6.2 – Complies The proposed use is remotely operated and does not involve any permanent staffing, regular occupation or operational activities that generate waste requiring routine refuse collection services. Site visits are limited to periodic inspection, maintenance and fault response activities, with any minor waste generated during these occasions being removed from the site by maintenance personnel as part of standard operational procedures.
Disposal of trade waste		
PO7 The disposal of trade waste in a sewerage supply service area does not adversely affect the sewerage network.	AO7 The disposal of trade waste in a sewerage supply service area complies with the sewer admission standards in section 3.2.6 - Sewer admission standards in Planning scheme policy 3 - Environmental management.	AO7 – Complies The use does not generate waste in this capacity.
Roof water drainage and surface water drainage		
PO8 Development provides <u>stormwater</u> infrastructure for the drainage of the premises so as not to cause any of the following: a. ponding of <u>stormwater</u> on the premises;	AO8 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	AO8 – Complies Please refer to the Stormwater Management Plan Report (Appendix 9) for further details.

b. a hazard to personal health and safety; c. damage to premises; d. an increased <u>risk</u> of flooding to premises within the catchment.		
Natural flow of surface water		
PO9 Development provides that the natural flow of surface water is: a. not altered so as to cause a <u>risk</u> to personal health and safety or damage to property; b. not increased in intensity, velocity or frequency; c. not concentrated onto <u>adjoining premises</u>.	AO9 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	AO9 - Complies Please refer to the Stormwater Management Plan Report (Appendix 9) for further details.
Water sensitive urban design		
PO10 Development which provides <u>stormwater</u> infrastructure incorporates <u>water sensitive urban design</u> principles having regard to: 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 <u>waterways</u>; d. protecting water quality of surface and ground waters;	AO10 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	AO10 – Complies Please refer to the Stormwater Management Plan Report (Appendix 9) for further details.

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.		
Movement network		
PO11 The projected traffic levels for a use do not adversely affect the planned standards of service for a road or intersection.	AO11 Development does not cause or contribute to projected traffic levels: a. exceeding the maximum <u>vehicle trips per day</u> in <u>Table 3.4.1.4.2</u> in <u>Planning scheme policy 5</u> - Infrastructure; or b. exceeding the maximum control delays through intersections in peak periods in <u>Table 3.4.1.4.3</u> in <u>Planning scheme policy 5</u> - Infrastructure.	AO11 – Complies The development will not result in a material increase in traffic generation beyond the temporary construction phase. The substation will operate as a remotely monitored and controlled facility, with no permanent staff, regular occupancy, or day-to-day operational activities occurring on-site. Access to the site will be limited to periodic maintenance inspections, scheduled asset servicing, and occasional fault response activities. Consequently, vehicle movements associated with the ongoing operation of the facility will be infrequent and consistent with the site's existing operational characteristics. Given its remote operation and limited access requirements, the development represents a low traffic-generating land use and will not adversely affect the safety, efficiency, or function of the surrounding road network. Please refer to the Traffic Impact Statement Report (Appendix 11) for further details.
Integrated movement concept report		

PO12 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.	AO12 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	AO12 – N/A The use represents a low traffic generator. No report is proposed to support the use.
Land use and transport integration		
PO13 Development within 400 metres of existing or future public passenger transport facilities where the total <u>site</u> area is 5,000m ² or more: a. supports a <u>road hierarchy</u> which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities; b. enhances <u>connectivity</u> between existing and future public passenger transport facilities and other transport modes; c. optimises the <u>walkable catchment</u> 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.	AO13 No acceptable outcome provided.	AO13 – N/A The site is not located within 400 metres of an existing or future public passenger transport facility. The use represents a low traffic generator. The development is not anticipated to result in increased traffic flows to the site (outside the construction phase). Access to the site will be limited to maintenance inspections or reactive to fault detections.

Table 9.4.4.3.1 - Landscape code

Performance outcomes	Acceptable outcomes	Response
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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 <u>movement network</u> by: i. maintaining pedestrian accessibility; ii. not obstructing sightlines for pedestrians, cyclists and motorists; iii. being consistent with the function of the <u>road</u>; iv. being of a scale that is in proportion with the <u>road</u> 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, <u>native vegetation</u> in <u>public open space</u> and <u>roads</u>; f. protect, where practicable, existing <u>native trees</u>; g. conserve energy and water; h. incorporate <u>water sensitive urban design</u> principles; i. prevent pondage and manage overland flow;	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.	AO1 – Complies A Landscape Concept Plan is provided at Appendix 6. The proposed development incorporates a comprehensive landscaping strategy that enhances the visual amenity of the site and assists in integrating the substation into the surrounding semi-rural and bushland landscape.

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 <u>public open space</u>; l. rehabilitate degraded areas on the premises; m. be easily maintained.		
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Table 9.4.7.3.1 – Service, access and parking code

Performance outcomes	Acceptable outcomes	Response
Provision of parking spaces and 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 <u>Parking station</u>, other available car park or <u>public transport</u> facility.	AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided: a. for a use listed in <u>Table 9.4.7.3.2 - Vehicle parking and servicing</u>, to comply with columns 2 to 5 of <u>Table 9.4.7.3.2 - Vehicle parking and servicing</u>; b. for a use not listed in <u>Table 9.4.7.3.2 - Vehicle parking and servicing</u>, in accordance with a car parking assessment report to be provided to the <u>local government</u> and prepared in accordance with <u>Part 2 of Planning scheme policy 5 - Infrastructure</u>.	AO1 – Complies The proposed parking and turnaround area is considered sufficient for the low frequency traffic demand, vehicle types, and meets the Logan Planning Scheme (LPS) requirements of a minimum one parking space for a substation.
PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate where: a. for an <u>Accommodation</u> activity; or	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.	AO2 – Complies. The use will be operated/controlled remotely with access requirements limited to routine maintenance/ inspection works. The substation layout supports visitor parking outcomes.

b. not for an <u>Accommodation activity</u> , access to car parking areas is obstructed during hours of operation.		
P03 A car park not being a Parking station provides free and unobstructed access for the use by employees and visitors during the normal hours of operation of the use.	AO3 A use, other than a <u>Residential activity</u> or a <u>Parking station</u> , 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 <u>access</u> by employees or visitors.	AO3 – Complies Access to the site will be restricted to Energex Personnel and approved contractors only. This is relevant to the sensitive nature of the infrastructure. It is noted that the development is not anticipated to result in any material increase in traffic generation to the site beyond the temporary construction phase. The substation will operate as a remotely monitored and controlled facility, with no permanent staff, regular occupancy or day-to-day operational activities occurring on-site.
Provision of motorcycle parking		
P04 Motorcycle parking is provided that is safe and functional.	AO4 Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004 - Parking facilities - Off street car parking.	AO4 – N/A No motorcycle parking is proposed as part of the development.
Provision of bicycle parking		
P05 Bicycle parking facilities are provided that: a. satisfy the likely demand for bicycle parking; b. are functional;	AO5 Bicycle parking facilities comply with: a. the rate specified in column 7 of <u>Table 9.4.7.3.2</u> - Vehicle parking and servicing;	AO5 – Complies The planning scheme does not specify a minimum requirement for bicycle parking for a substation use. The operation of the use is unique in nature and does not generate a need to establish

c. are located close to a pedestrian entry to a building.	b. AS2890.3-1993 - Bicycle parking facilities.	bicycle parking facilities. Accordingly, no bicycle parking facilities are proposed.
Provision of vehicle manoeuvring area		
PO6 Development provides a safe and functional vehicle manoeuvring area.	AO6 Development provides a vehicle manoeuvring area that: a. enables vehicles to enter and exit the <u>site</u> in a forward motion where the development: i. is <u>non-residential development</u>; or ii. is for five or more dwellings; b. accommodates the <u>design vehicle</u> specified in <u>Table 9.4.7.3.5 - Design vehicle</u> for a manoeuvring area; c. complies with <u>section 3.4.4.10 - Manoeuvring areas of Planning scheme policy 5 - Infrastructure</u>.	AO6 – Complies All vehicles accessing the site during normal operating conditions will be able to access and leave the facility in forward gear.
Vehicle washing bay		
PO7 A vehicle washing bay does not cause environmental harm.	AO7 A vehicle washing bay provides that run off is discharged to: a. a grassed area or permeable landscape area; or b. the sewerage system	AO7 – Not Applicable No vehicle wash bay is proposed.

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.	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 <u>Table 9.4.7.3.3</u> - Queuing spaces; c. complies with <u>Table 9.4.7.3.6</u> - Queuing requirements for particular uses.	AO8 – Complies The development is unique in nature in that it does not trigger a high parking demand. The use will be operated/controlled remotely with access requirements limited to routine maintenance/ inspection works or fault resolution.
Access and driveways		
PO9 A driveway is safe, functional and does not adversely affect infrastructure.	AO9 A driveway is designed and constructed to comply with section 3.4.5 - Design standards for access and driveways of Planning scheme policy 5 - Infrastructure.	AO9 – Complies The proposed new driveway to Glynton Road will be designed and constructed to comply with the relevant design standards.
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;	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.	AO10 – Complies The proposed parking and turnaround area is considered sufficient for the low frequency traffic demand, vehicle types, and meets the Logan Planning Scheme (LPS) requirements of a minimum one parking space for a substation.

e. provide a progressive reduction in the speed environment in moving between the <u>road</u> 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 <u>public transport</u> and service vehicle movements through the premises; i. keeps a <u>heavy vehicle</u> out of a parking aisle; j. ensure no <u>heavy vehicle</u> reverses across a pathway; k. prevent parking off a circulation <u>road</u>; l. prevent an adverse impact on the safety and efficiency of the existing or planned <u>movement network</u>; m. prevent a motorist from reversing on a <u>road</u>; n. prevent an unnecessary space that encourages illegal parking; o. address safety of users through appropriate lighting; p. be appropriately landscaped; q. be surfaced so as to be useable in all weather conditions; r. manage <u>stormwater</u> flows.		
Waste management		
PO11 Development layout provides for refuse servicing which:	AO11.1 Development ensures that an on-site service bay for refuse collection is designed:	AO11.1 – Performance Solution The proposed use is remotely operated and does not involve any permanent staffing, regular occupation or operational activities

a. is located wholly within the <u>site</u>; b. is clearly defined, safe and easily accessible; c. is designed to contain potential adverse impacts of servicing within the <u>site</u>; d. does not detract from the aesthetics or amenity of the surrounding area.	a. to cater for the relevant refuse collection vehicle in <u>Planning scheme policy 9</u> - Waste management; b. to ensure that the refuse collection vehicle can enter and exit the <u>site</u> in a forward motion; c. to be located away from street frontages and screened from <u>adjoining premises</u>.	that generate waste requiring routine refuse collection services. Site visits are limited to periodic inspection, maintenance and fault response activities, with any minor waste generated during these occasions being removed from the site by maintenance personnel as part of standard operational procedures.
	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 <u>Planning scheme policy 5</u> - Infrastructure.	AO11.2 – Performance Solution The proposed use is remotely operated and does not involve any permanent staffing, regular occupation or operational activities that generate waste requiring routine refuse collection services. Site visits are limited to periodic inspection, maintenance and fault response activities, with any minor waste generated during these occasions being removed from the site by maintenance personnel as part of standard operational procedures.

Table 9.4.2.3.1 - Filling and excavation code		
Performance outcomes	Acceptable outcomes	Response
Protection of natural processes and ecosystems		
PO1 The discharge of sediments and pollutants from filling or excavation does not adversely affect a waterway or the stormwater network.	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.	AO1 – Complies Works will be undertaken in accordance with relevant construction standards and policies. Such may be conditioned accordingly and managed under the provision of relevant construction management plans.
PO2 Topsoil and spoil stockpiled on the premises do not adversely affect natural processes and ecosystems.	AO2 Topsoil and spoil is stockpiled to comply with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	AO2 – Complies Topsoil and spoil will be stockpiled to comply with relevant filling and excavation standards. Such may be conditioned accordingly
PO3 Filling is carried out using stable, solid and clean earth, free of organic and putrescible waste, rubbish and refuse material.	AO3 Filling complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	AO3 -Complies Filling is carried out using stable, solid and clean earth, free of organic and putrescible waste, rubbish and refuse material. Energex will undertake relevant testing to ensure works maintain compliance with set standards. Such may be conditioned accordingly.
Protection of existing and planned infrastructure		
PO4 Filling or excavation works do not adversely affect infrastructure, including any services	AO4 Filling or excavation works comply with part 3.3 Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	AO4 – Complies Filling and excavation works will be undertaken in accordance with relevant standards to ensure the protection of existing services. Such may be conditioned accordingly.
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.	AO5 – Complies Filling and excavation works will be undertaken in accordance with relevant standards. Such may be conditioned accordingly.
Surface water flow		
PO6	AO6	AO6- Complies

Surface water drainage does not cause any of the following: e. ponding on any premises; or f. a hazard or adversely affect personal health and safety and premises; or diversion or concentration of flow from or onto adjoining premises or infrastructure	Surface water drainage complies with part 3.3 - Filling or excavation standards in Planning scheme policy 5 - Infrastructure	Surface water drainage management may be conditioned accordingly.
Batters		
PO7 A batter: e. does not adversely affect the natural physical processes and ecosystems; f. protects existing and planned infrastructure; g. is safe, stable and easily maintained; is landscaped to enhance visual amenity.	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	AO7 – Complies Civil works will be designed in accordance with relevant standard and certified by a suitably qualified professional (RPEQ). Such may be conditioned accordingly.
Retaining walls		
PO8 A retaining wall: d. is not constructed of timber and is not located on existing or proposed lot boundaries, or movement networks; e. does not adversely affect the natural physical processes and ecosystems; f. is located to avoid conflict with adjoining premises; g. is located such that existing and planned infrastructure is not adversely affected; h. protects the visual amenity of adjoining premises or a public open space; i. is located within the premises that is being filled; j. is located within the premises that is cut and is designed to take any surcharge loading allowable on the uphill lot; k. is safe and stable;	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.	PO8 – N/A The development does not involve the construction of retaining walls.

enables easy access for maintenance.		
Filling of a dam		
PO9 The filling of a dam: c. does not adversely affect the natural physical processes and ecosystems; d. creates a safe and stable surface; is integrated into the landscape.	PO9 The filling of a dam: a. does not adversely affect the natural physical processes and ecosystems; b. creates a safe and stable surface; is integrated into the landscape.	PO9 – NA The development does not involve the filling of a dam.