

APPENDIX D

STRATEGIC FRAMEWORK ASSESSMENT



g a s s m a n
**development
perspectives**

planning
environment
landscape
engineering
survey

Strategic Framework Assessment

Logan Planning Scheme 2015, version 9.2 (with TLPI No. 1/2024)

Table 1 – Strategic Framework Assessment	
Theme 1 – Settlement Pattern	
3.3.1 Element – Strategic outcomes	
1. The urban footprint, as identified on SFM-01.00 Strategic framework map: a) provides high quality places for people to live, work, learn and play; b) accommodates predominantly urban development; c) includes land that may not be suitable for urban development.	Complies The proposed development will provide a high quality, industrial recycling facility to support jobs in the surrounding area. The subject site is located within the urban footprint and is suitable for urban development, including that proposed as part of this application.
Strategic outcomes 2-5 are not applicable to the assessment of this application.	
3.3.2 Element – Urban footprint	
1. Urban development is located in the urban footprint identified on SFM-01.00 Strategic framework map.	Complies The subject site is located within the Urban footprint.
2. Premises in the urban footprint that is identified in a non-urban type zone retains a non-urban character.	Not applicable The subject site is located in an urban zone within the urban footprint.
3.3.3 Element – Future urban area	
Not applicable, given the subject site is not located within this area.	
3.3.4 Element – Priority development area	
Not applicable, given the subject site is not located within this area.	
3.3.5 Element – Regional landscape and rural production area	
Not applicable, given the subject site is not located within this area.	
3.3.6 Element – Rural living area	
Not applicable, given the subject site is not located within this area.	
Theme 2 – Residential	
Not applicable, given the subject site is not located within a residential area, nor is the proposal for residential development.	
Theme 3 – Centres	
Not applicable, given the subject site is not located within a centre.	

Theme 4 – Employment	
3.6.1 Element – Strategic outcomes	
1. Logan has a strong, resilient and diversified economy based on Logan's locational advantages to provide high levels of employment growth to achieve 65 percent employment self-containment by 2031.	Complies The proposed development will contribute to employment growth opportunities within Logan and will contribute to diversifying and strengthening the city's economy.
2. The employment area, identified on SFM-01.00 Strategic framework map, facilitates business and industry in locations that provide employment close to where people live.	Complies The subject site is located within the Loganholme employment area. The proposed development supports employment opportunities close to where people live.
3. Natural economic resources are protected and managed sustainably so they provide an ongoing social, environmental and economic benefit to the region.	Complies The proposed development will not impact upon any natural economic resources. However, the proposed recycling centre supports the circular economy and directly helps to eliminate waste and pollution, by circulating the lifecycle of finite materials. Using secondary raw materials reduces the use of natural resources to make new metal compounds — such as iron ore in steel, nickel in stainless steel, or bauxite in aluminium smelting. This conserves diminishing natural resources and preserves the natural landscape and wildlife. Finally, remanufacturing scrap materials reduces production costs, lowers emissions and improves efficiency across the economic lifecycle. This makes products cheaper and reduces emissions.
3.6.2 Element – Employment diversity	
1. A wide range of employment based uses are provided throughout Logan to promote employment growth and economic activity.	Complies The proposed development supports employment opportunities and promotes economic growth, activity and diversification.
2. A significant proportion of new jobs are for non-population based employment uses such as offices, professional services, research and technology uses and export oriented industries.	Complies The proposed development provides for non-population based employment.
3. A health, education, and training based employment hub is provided at Meadowbrook.	Not applicable The subject site is not located within Meadowbrook.
4. Research, health, education, training and technology uses are: a. provided and agglomerated to create active and vital hubs of training based employment; b. protected from development that may adversely affect their establishment or ongoing use.	Not applicable None of the listed uses are proposed.

5. Home-based businesses are provided throughout Logan where compatible with residential amenity.	Not applicable A home-based business is not proposed.
6. Tourist related uses, including nature-based tourism uses, are provided: a. in the Albert River tourism precinct; b. in the Loganholme tourism precinct; c. in the Rural tourism precinct; d. in Carbrook, supporting future resort development, wineries, adventure and tourism, river engagement and tour operations; e. in Daisy Hill, supporting koala conservation, with recreation and adventure tourism accommodating a regionally significant outdoor recreation and adventure tourism hub with potential ecotourism; f. in Kingston, supporting the expansion of existing tourism facilities to grow into adventure and ecotourism and events infrastructure; g. in Slacks Creek (including Berrinba), supporting new ecotourism and educational facilities, including tour operation; h. in Veresdale, as a gateway tourism precinct with rural tourism experiences related to retail, food and beverage sales; i. throughout Logan where: i. compatible with the location; ii. the impacts of the use are adequately mitigated; iii. the use will provide employment or economic benefits to Logan.	Not applicable A tourist related use is not proposed.
7. Industry activities are: a. located to take advantage of the road network; b. located and operated to reduce the adverse impacts of industry on sensitive land uses; c. protected from encroachment by development that would compromise its safe and effective function.	Complies The development proposes an industry use, and: a. the subject site is located in proximity to the Pacific Motorway Cleveland Exit 30 interchange and the Pacific Motorway / Logan Motorway interchange. The recycling facility has safe and efficient access to the road network, which is necessary to transport items to/from the site for recycling. b. the subject site is located at least 350 metres south and 700 metres west of land containing sensitive land uses. These sensitive land uses are adequately separated from the subject site and are unlikely to experience adverse amenity impacts as a result of the proposed development. c. n/a – industrial development is proposed on industrial land.
8. The existing abattoir on Tey's Road:	Not applicable

a. is expected to continue to operate and be a key regional employer; b. is protected from development that may adversely affect its ongoing operation; c. is able to be redeveloped, expanded or intensified as a High impact industry (Abattoir) where potential impacts on surrounding development are appropriately managed.	The proposed development is not located on or near the Teys abattoir site.
9. The existing mushroom farm at 4696-4754 Mount Lindesay Highway, North Maclean: a. is expected to continue to operate and be a key regional employer; b. is protected from development that may adversely affect its ongoing operation; c. is able to be redeveloped, expanded or intensified as an Intensive horticulture (mushroom farm) where potential impacts on surrounding development are appropriately managed; d. is only redeveloped for uses consistent with the Rural zone should the existing use no longer operate at this site.	Not applicable The proposed development is not located on or near the existing mushroom farm in North Maclean.
3.6.3 Element – Employment areas	
1. An employment area shown on SFM-01.00 Strategic framework map: a. is not alienated, fragmented or encroached by development that may adversely affect the operation of an employment based use; b. accommodates employment based uses that because of their size or nature cannot reasonably be located in a centre; c. is consolidated by promoting the agglomeration of employment uses; d. provides high quality places for people to work; e. may include appropriate small-scale supporting uses compatible with the zone.	Complies The subject site is located within the Loganholme employment area, and: a. the proposed development will not alienate, fragment or otherwise adversely affect the operation of the employment area. Rather, the development supports employment and business opportunities. b. accommodates an employment based use that cannot be accommodated in a centre given its size and industrial nature. c. The proposal consolidates the employment area and promotes agglomeration of industrial uses and resulting employment opportunities. d. The development promotes a high quality place for people to work. e. n/a – small-scale supporting uses are not proposed.
2. Employment areas identified on SFM-01.00 Strategic framework map in the Mixed use zone have: a. a range of low impact uses and compatible non-industrial and business uses that do not inhibit the land being used as an employment area where in the Enterprise precinct or Industry precinct;	Complies The subject site is located within the Loganholme employment area, within the Mixed use zone, and: a. the development proposes a low impacting industrial use (scrap metal yard) and associated outdoor sales within the Industry precinct that will not inhibit the land being used as an employment area. The use is defined as Medium impact

b. a range of business uses such as shops (excluding a supermarket), showrooms, offices and research and technology and service industries where in the Retail/commerce precinct; c. a use for an abattoir where in the Abattoir precinct.	industry, however, the impacts associated with the use are quite limited and the use is therefore considered suitable for the zone and precinct. b. n/a – the site is not located within the Retail/commerce precinct. c. n/a – the site is not located within the Abattoir precinct.
3. Employment areas identified on SFM-01.00 Strategic Framework map have Low impact industry uses where in the Low impact industry zone and Low impact industry uses and Medium impact industry uses where in the Medium impact industry zone.	Not applicable The subject site is not located within the Low or Medium impact industry zones.
3.6.4 Element – Natural resources	
Not applicable The subject site is not identified within an extractive resource area.	
Theme 5 – Community	
Not applicable, given the development does not have a community focus.	
Theme 6 – Rural	
Not applicable, given the subject site is not located within a rural area.	
Theme 7 – Natural Environment	
Not applicable, given the subject site is not located within a natural environment area.	
Theme 8 – Natural Hazards	
3.10.1 Element – Strategic outcomes	
1. People and premises are protected from and are resilient to the potential risks associated with natural hazards.	Complies The subject site is affected by some flooding in the Q100 flood event, though this is limited to about 30 centimetres of flooding at the site's entry driveway and crossover. The site becomes isolated during a flood event, however, it is possible for all employees and visitors to be evacuated prior to a flood reaching a level where it crosses Cairns Street.
2. Greenhouse gas emission and the community's reliance on greenhouse gas emitting energy sources, are reduced.	Complies The proposed scrap metal yard supports the circular economy and directly helps to eliminate waste and pollution, by circulating the lifecycle of finite materials. Using secondary raw materials reduces the use of natural resources to make new metal compounds — such as iron ore in steel, nickel in stainless steel, or bauxite in aluminium smelting. This conserves diminishing natural resources and preserves the natural landscape and wildlife. Finally, remanufacturing scrap materials reduces

	production costs, lowers emissions and improves efficiency across the economic lifecycle. This makes products cheaper and reduces emissions.
3. Acid and metal contaminants do not adversely affect the natural and built environment and human health and safety.	Not applicable The development does not propose to disturb acid sulfate soils.
3.10.2 Element – Natural Hazards and climate change adaptation	
1. People and premises are protected from and are resilient to natural hazards, taking into account the potential effects of climate change over time, having regard to: a. storm surge; b. flooding and inundation; c. coastal erosion; d. bushfire; e. landslide.	Complies The subject site is affected by some flooding in the Q100 flood event, though this is limited to about 30 centimetres of flooding at the site's entry driveway and crossover. The site becomes isolated during a flood event, however, it is possible for all employees and visitors to be evacuated prior to a flood reaching a level where it crosses Cairns Street.
2. use that is vulnerable to a natural hazard, other than flood hazard, is: a. not located in a natural hazard area; or b. designed to effectively mitigate the potential effects of the natural hazard.	Not applicable The site is not vulnerable to any other natural hazards.
3. Development manages the risks associated with flooding by: a. avoiding the exposure of people, property, infrastructure and the environment to an intolerable level of flood risk; b. mitigating the risk to people, property, infrastructure and the environment to an acceptable or tolerable level; c. maintaining the accessibility and functionality of Essential community infrastructure activities and Vulnerable use activities during and after all flood events; d. maintaining the natural functions of the floodplain for the storage and conveyance of flood waters, and avoiding adverse impacts on overland flow paths; e. supporting safe self-evacuation and not increasing the emergency management response or recovery burden; f. increasing the community's resilience to flood risk and minimising flood recovery time; g. improving the resilience of buildings while maintaining built form and amenity expectations; h. minimising the exposure of people to isolation.	Complies The subject site is affected by some flooding in the Q100 flood event, though this is limited to about 30 centimetres of flooding at the site's entry driveway and crossover. The site becomes isolated during a flood event, however, it is possible for all employees and visitors to be evacuated prior to a flood reaching a level where it crosses Cairns Street. The development does not otherwise alter the natural function of the floodplain for the storage and conveyance of flood waters, nor does the development alter existing overland flows, which are directed down the eastern turfed swale.

310.3 Element – Climate change mitigation	
Not applicable The development does not involve the creation of new roads, nor does it propose renewable energy production.	
3.10.4 Element – Acid and metal contaminants	
Not applicable The development will not involve the disturbance of acid sulfate soils.	
Theme 9 – Design, place making and amenity	
3.11.1 Element – Strategic outcomes	
1. Logan has a high quality, well designed built environment that provides places for people that are attractive, functional, safe and accessible.	Complies The proposed development promotes a high-quality industrial environment that is attractive, functional, safe and accessible.
2. The built and natural environment provides people with a high level of amenity, where the qualities of the environment enhance the physical and social wellbeing of people.	Complies The proposed development promotes a typical industrial character which maintains and enhances physical and social wellbeing.
3.11.2 Element – Design and place making	
1. Development creates a high quality, attractive and functional built environment that: a. provides highly desirable, attractive places that people want to be in; b. is responsive and sympathetic to the local topography and is consistent with and reinforces the intended character; c. is of an appropriate height, bulk, scale and mass and has an appropriate relationship with the road and surrounding area; d. defines and addresses roads through the height, bulk, scale, frontages and entrances of buildings; e. incorporates detailed design measures that create an attractive visual aesthetic; f. has landmark buildings of high architectural merit in nominated locations identified in a local plan or zone; g. creates or enhances views and vistas;	Complies The proposed development provides a high-quality development outcome that promotes a typical industrial character. The site provides for clear and safe wayfinding, with office and sales areas located near the front of the site and industrial sorting and recycling activities to the rear.

h. enables pedestrians to move conveniently and safely along roads and public open space; i. provides places that can be accessed by people of all ages and abilities; j. strengthens the relationship between the built form, landscape and streetscape; k. integrates with public open space and the movement network; l. allows easy way finding for pedestrians; m. is adaptive to changes in use, lifestyle and demography; n. engenders civic pride.	
2. Development is designed to support community safety by: a. providing casual and mechanical surveillance; b. providing legible environments; c. clearly delineating the boundaries between private and public open space; d. limiting the opportunities for graffiti and vandalism; e. reducing risk associated with potentially vulnerable places.	Complies The proposed development: • promotes casual surveillance throughout the incorporation of office windows which overlook the site and the street, open and unenclosed car park areas and the use of gates to ensure unauthorised persons do not enter the site after hours. • provides a highly legible environment with clear way finding points; • provides clear extents of public versus private space; • provides limited opportunities for graffiti the development does not include blank walls; and • does not create vulnerable places.
3.11.3 Element – Amenity	
1. The level of amenity to be expected varies throughout Logan where: a. in highly urbanised locations, such as in and around centres, the amenity is commensurate with a highly urbanised environment that involves activity at all hours, high levels of pedestrian movement and noise from urban activities such as restaurants and entertainment uses; b. in suburban locations, such as in a Low density residential zone, the level of amenity is commensurate with a suburban environment and noise is primarily associated with domestic living environments; c. in rural residential locations, such as in a Rural residential zone, the level of amenity is commensurate with a rural residential environment where: i. there are very low density living environments with some low level noise, odour and visual amenity impacts;	Complies The development proposes industrial development within a mixed use industrial area. The proposed industrial activities are relatively low impacting and do not unreasonably disrupt expected amenity for the area.

ii. in areas suitable for rural production, such as in the Cottage rural precinct, there are noise, odour and visual amenity impacts associated with rural production; d. in rural locations, such as in a Rural zone, the level of amenity is commensurate with a rural environment where noise, odours and visual amenity associated with cropping, stock, and land management predominate.	
2. People are protected from environmental harm or environmental nuisance caused by air, light, odour, vibration or acoustic emissions.	Complies The subject site is located at least 350 metres south and 700 metres west of land containing sensitive land uses. These sensitive land uses are adequately separated from the subject site and are unlikely to experience adverse amenity impacts as a result of the proposed development.
3. Residential amenity is protected by: a. ensuring uses that generate emissions are designed and located to avoid environmental harm or environmental nuisance to established or planned land in a residential zone category; b. ensuring Residential activities are not located in areas where they will be subject to environmental harm or environmental nuisance from existing or planned uses that generate emissions; c. designing an Accommodation activity in a zone, other than in a residential zone category, in a way that adequately protects the amenity of residents.	Complies The subject site is located at least 350 metres south and 700 metres west of land containing sensitive land uses. These sensitive land uses are adequately separated from the subject site and are unlikely to experience adverse amenity impacts as a result of the proposed development.
4. Residential amenity is provided by creating residential environments that: a. protect the privacy of residential living by preventing unacceptable overlooking; b. provide adequate access to sunlight and daylight; c. are not adversely affected by overshadowing; d. provide adequate private and shared outdoor amenity space for residents.	Not applicable A residential development is not proposed.
5. Sensitive land uses are appropriately sited and designed to mitigate adverse impacts on development from environmental emissions generated by State transport infrastructure.	Not applicable A sensitive land use is not proposed.
Theme 10 – Transport	
3.12.1 Element – Strategic outcomes	
1. Development is designed to:	Not applicable

a. encourage walking, cycling, and use of public transport; b. reduce reliance on private vehicles.	The proposed development proposes industrial development within a mixed use industry area, where walking, cycling and public transport is not a common method of transport given the nature and character of the surrounding area.
2. High quality pedestrian and cycle infrastructure is provided in locations of good accessibility.	Not applicable On site bicycle parking is not required given the industrial nature of the use.
3. An efficient public transport network is provided, in accordance with the spatial elements identified on SFM-03.00 Strategic framework map, and integrated with development where: a. transit hubs provide locations of existing or future public transport accessibility; b. public transport corridors provide existing or future public transport connections throughout Logan; c. park and ride facilities provide existing or future strategic car parking infrastructure that is integrated with and facilitates the use of public transport.	Not applicable Public transport opportunities are not available within the surrounding area.
4. An efficient road hierarchy and network is provided, in accordance with the spatial elements identified on SFM-04.00 Strategic framework map, and integrated with development where: a. existing motorway/highways, namely the Pacific Motorway, Logan Motorway and Mount Lindesay Highway, are the highest order roads and facilitate unimpeded high volume and high speed travel in and between local government areas; b. the proposed motorway, namely the Park Ridge connector, is a planned expansion to the motorway/highway network; c. strategic arterial roads support the motorway/highway network predominantly facilitate vehicle movements across local government areas; d. proposed strategic arterial roads are planned expansions to the strategic arterial road network; e. arterial roads support strategic arterial roads and highways and facilitate movement in Logan; f. proposed arterial roads are planned expansions to the arterial road network.	Not applicable The development does not propose any new roads.
3.12.2 Element – Movement network and car parking	
1. Development in the urban footprint is designed to provide a movement network that is accessible to the whole community and prioritises access and travel in accordance with the following hierarchy:	Complies Given the industrial nature of the use, private vehicle use is preferred.

a. walking is the preferred mode of transport; b. cycling is preferable to the use of public transport and private vehicles; c. public transport use is preferable to the use of private vehicles; d. private vehicle use is less preferable than public transport use, walking, and cycling.	
2. Car parking is: a. provided to: i. service the demand generated by development; ii. maintain a safe and functional road network. b. managed in centres and in locations of good public transport accessibility to: i. ensure car parking availability does not adversely affect the use of walking, cycling and public transport as preferred transport modes; ii. minimise the need for an individual use to provide car parking.	Complies a. The proposed development provides on-site carparking for staff and visitors to service the demand generated by the proposed development and maintain a safe and functional road network. b. The proposed development is not located within or near a centre.
3.12.3 Element – Active transport	
Not applicable Given the industrial nature of the surrounding area, the use of active transport is unlikely.	
3.12.4 Element – Public transport	
Not applicable The proposed development is not of a scale that will trigger additional public transport requirements.	
3.12.5 Element – Road transport and freight	
1. The community is connected to an efficient trunk road network where the: a. road network is designed to optimise the efficiency of the network, minimising travel times and minimising expenditure on upgrades; b. local road network is designed to efficiently connect the community with the pedestrian, cycleway and public transport networks.	Complies The site has easy access and connections to the nearby trunk road network.
2. The road network: a. ensures safe property access; b. facilitates efficient movement of pedestrians, cyclists, vehicles, and freight; c. protects roadside amenity; d. supports the function of the pedestrian, cycle and public transport networks; e. gives priority to public transport, where it will improve efficiency;	Complies The existing road network will be maintained.

f. protects future road corridors including the Park Ridge connector, Logan Motorway, Pacific Highway and, Mount Lindesay Highway.	
3. The road network comprises: a. access streets that provide a safe, low speed environment; b. collector roads that have greater traffic capacity than access streets, connect the access road network to the arterial road network, and serve a mixed access and traffic function; c. arterial roads that serve a traffic function with predominantly free-flow at high speed; d. strategic arterial roads that serve an arterial function, but carry a high proportion of traffic that crosses the local government boundary; e. highways that provide for sub-regional and inter-regional traffic movement at high speed; f. motorways that provide for sub-regional and inter-regional traffic movement at high speed and grade separated interchanges.	Complies The existing road network will be maintained.
4. Existing and proposed freight routes are: a. protected from development that may adversely affect their efficient operation; b. integrated with employment areas where practicable.	Complies Existing and proposed freight routes will be maintained.
Theme 11 – Infrastructure	
3.13.1 Element – Strategic outcomes	
1. Efficient, cost effective, functional and sustainable infrastructure networks are provided and integrated with development, where: a. development is located in areas with a high level of infrastructure availability and capacity; b. infrastructure is designed and connected to development to meet community needs in a cost effective manner.	Complies The development will maintain existing connections to existing infrastructure and services.
2. Key infrastructure sites and corridors are protected.	Complies The site does not impact any key infrastructure site or corridor.
3. Stormwater is managed in accordance with total water cycle management and water sensitive urban design principles to provide regional stormwater networks that are functional, efficient, cost effective and protect the environment.	Complies The site's existing stormwater management arrangement will be maintained, which includes an existing turfed swale located along the eastern boundary of the site.
4. Waste is reduced to the greatest extent practicable, managed and disposed of sustainably.	Complies Waste will be reduced, managed and disposed of sustainably.

3.13.2 Element – Design and sequencing	
1. Infrastructure: a. meets the desired standard of service for each trunk network identified in the Local government infrastructure plan; b. is provided cost effectively taking into account the long term ongoing maintenance costs for the local government; c. is co-located with other infrastructure where appropriate; d. is provided: i. in the priority infrastructure area; or ii. outside the priority infrastructure area only where: A. the infrastructure is provided as a part of development; B. the infrastructure is not provided or funded by the local government.	Not applicable New trunk infrastructure is not required.
2. Infrastructure is sequenced in a way that: a. maximises the efficiency of the network; b. coordinates the release of land for urban development with infrastructure provision.	Not applicable New trunk infrastructure is not required.
3. Where an infrastructure network is planned or currently exists, development: a. is connected to the existing network; or b. where the network is planned but does not yet exist, provides the planned infrastructure and connects to it; or c. incorporates appropriate sustainable technology that provides sufficient standards of service to the development that it does not need to be connected to the network.	Complies The subject site will maintain all existing infrastructure and services connections.
3.13.3 Element – Infrastructure networks	
1. The community is appropriately serviced by infrastructure networks including: a. water; b. wastewater; c. stormwater; d. pedestrian and cycle; e. road; f. parks; g. land for community facilities.	Complies The subject site will maintain all existing infrastructure and services connections.
3.13.4 Element – Key sites and corridors	

1. The following key infrastructure sites, corridors and buffer areas are protected for current and future infrastructure: a. power line corridors and substations; b. water supply pipe line corridors, reservoirs, weirs, treatment plant sites and pump stations; c. waste water main corridors, pump stations, and treatment plant sites; d. waste management facilities including waste transfer stations, material recovery facilities and waste disposal sites; e. gas pipelines; f. Archerfield airport; g. the Greenbank Training Area.	Not applicable The subject site is not located in or near a key infrastructure site.
3.13.5 Element – Stormwater	
1. The stormwater network: a. uses natural waterways and maintains natural overland flow paths; b. is designed to fulfil multiple functions, including minimising flood risk, connecting and integrating with public open space and protecting and enhancing environmental values; c. is resilient and adaptable to climate variability; d. protects and enhances the water quality and habitat function of watercourses, wetlands and other receiving waters.	Complies The site's existing stormwater management arrangement will be maintained, which includes an existing turfed swale located along the eastern boundary of the site.
2. The stormwater network: a. uses natural waterways and maintains natural overland flow paths; b. is designed to fulfil multiple functions, including minimising flood risk, connecting and integrating with public open space and protecting and enhancing environmental values; c. is resilient and adaptable to climate variability; d. protects and enhances the water quality and habitat function of watercourses, wetlands and other receiving waters.	Complies The site's existing stormwater management arrangement will be maintained, which includes an existing turfed swale located along the eastern boundary of the site.
3.13.6 Element – Waste	
1. Solid waste is managed sustainably: a. to avoid creating waste; or b. where waste cannot be avoided, reduce waste; or c. where waste cannot be reduced, reuse waste; or d. where waste cannot be reused, recycle waste; or	Complies All solid waste will be managed appropriately and recycled where possible.

e. where waste cannot be recycled, recover energy from the waste; or f. where energy cannot be recovered from the waste, dispose of waste in appropriate facilities.	
2. Recycling, waste management and waste disposal facilities are provided and protected to allow waste to be minimised and managed as close to its source as practicable.	Complies The proposed development provides a recycling and waste management service to the community.