

PLANNING ASSESSMENT REPORT

86-90 Harburg Drive, Beenleigh QLD 4207

Development Application under the *Planning Act 2016* for a Development Permit for a Material Change of Use and Building Work for an Outdoor Sales Use on land at 86-90 Harburg Drive, Beenleigh (Lot 1 on SP330480) for Local Hire

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COURTNEY MAIZEY-BAKER – SENIOR TOWN PLANNER – OCTOBER 2026

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BARTLEY BURNS

E info@bartleyburns.com.au

W www.bartleyburns.com.au

P 1300 051 189

A Unit 10, 16 Metroplex Avenue
Murarrie QLD 4172

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Principal Author	Courtney Maizey-Baker
Client	Local Hire
Client Contact	Julian Eyers

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CONTENTS

1.0 Executive Summary 1

2.0 Basic Information 2

3.0 Proposal 3

4.0 Site Details 5

5.0 Characteristics of the Surrounding Area 6

6.0 State Planning Instruments 9

6.1 State Planning Policy 9

6.2 ShapingSEQ 2023 9

6.3 Planning Regulation 2017 9

6.3.1 Referral Agencies 9

7.0 Local Planning Instruments 10

7.1 Logan Planning Scheme 2015 10

7.1.1 Strategic Framework 10

7.1.2 Category of Assessment 10

7.1.3 Relevant Codes 10

8.0 Conclusion 11

9.0 Appendix A 12

9.1 Logan Planning Scheme 2015 Assessment Benchmarks 12

9.1.1 Mixed Use Zone Code 12

9.1.2 Biodiversity Areas Overlay Code 21

9.1.3 Filling and Excavation Code 27

9.1.4 Infrastructure Code 30

9.1.5 Landscape Code 36

9.1.6 Servicing, Access and Parking Code 38

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1.0 EXECUTIVE SUMMARY

Bartley Burns has been engaged by Local Hire to prepare a Development Application for a Development Permit for a Material Change of Use and Building Work for an Outdoor Sales Use in respect of land at 86-90 Harburg Drive, Beenleigh.

This Planning Assessment Report provides details of the development proposal and how the proposal will comply with the relevant assessment benchmarks.

The proposal is considered to satisfy these assessment benchmarks and will be compatible in scale with other development in the immediate area. As a result, the proposal warrants approval and the issuing of the relevant approval documents.

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2.0 BASIC INFORMATION

Address	86-90 Harburg Drive, Beenleigh QLD 4207
Real Property Description	Lot 1 on Survey Plan 330480
Site Area	3120m²
Zone	Mixed Use
Precinct	Industry
Overlays	Actual Acid Sulfate Soils
	Biodiversity Areas
	Flood Hazard
	Landslide Hazard and Steep Slope Area
	Waterway Corridors and Wetlands
Local Plan	None Applicable
Approval Type	Development Permit for a Material Change of Use and Building Work for an Outdoor Sales Use



Figure 1: Site Location Source: NearMap 2026

3.0 PROPOSAL

The applicant, as the owner of the site, proposes to formally establish and extend an outdoor sales use on land at 86-90 Harburg Drive. Specifically, this application seeks to:

- gain retrospective approval for an outdoor sales use onsite which has existed since the end of 2023, displaying and hiring out various types of equipment, machinery, etc. from scissor lifts to pumps and everything in between;
- gain approval for several shipping containers associated with this use – four of which (two on two) will comprise a new office 'building' at the front of the site near the northern side boundary, six of which (three double stacked) will be located further down the northern side boundary with roofs between them for weather-protection of outdoor storage underneath and the remaining four of which (two double stacked) will be located near the southern side boundary, again, with roofs between them for weather-protection of outdoor storage underneath;
- gain approval for ancillary sanitary facilities in small, detached shipping container-like structures behind the aforementioned office 'building'.

For Council's reference, this proposal will result in a gross floor area (GFA) of approximately 396m² and a total impervious area of approximately 760m².

Internal Layout

In terms of internal layout, the office 'building' will contain an open plan office space and kitchen on the lower level *and* several offices and a boardroom on the upper level. Access between these two levels will be provided via an external set of stairs at the front of the 'building' with an associated deck to also be provided at the front of the 'building'.

External Design

In regards to external design, the proposal will present a visually appealing/interesting, but practical outcome across the site. By nature, all of the shipping containers will feature a consistent, stock standard design which will be complemented by hardtop 'gable' roofs which will sit between them. In order to articulate the office 'building' though, as it will be most visible from the street, it will feature several openings i.e. windows/doors and associated window hoods, the aforementioned deck, a statement skillion roof form and a varied colour palette i.e. black as opposed to grey which the rest of the containers will be.

Landscaping

In terms of landscaping, the proposal will include a landscape strip along the full width of the site's frontage, excluding access/parking areas. At this stage, specific species to be planted within this strip have not been decided upon, however, the applicant is open to a relevant and reasonable condition around this if required.

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Access, Car Parking and Servicing

In regards to access, car parking and servicing, the proposal will include:

- the formalisation of an 'existing' seven metre wide crossover to/from Harburg Drive near the site's northern side boundary;
- three onsite car parking spaces including one disabled space with shared zone;
- two loading bays – one of which will accommodate a flat bed semi-trailer and the other of which will accommodate a flat bed tow truck;
- onsite manoeuvring for a refuse collection vehicle.

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4.0 SITE DETAILS

The site is located at 86-90 Harburg Drive, Beenleigh, otherwise described as Lot 1 on Survey Plan 330480. The site comprises a single, irregular shaped lot with an area of 3120m². The site is bounded by Harburg Drive to the east, a waterway corridor to the west and similar, a furniture wholesaler to the north *and* a self-storage facility to the south. In terms of topography, the site is relatively flat with no significant crossfall.

As it stands, the site contains several shipping containers – one of which is located directly along the southern side boundary, others of which are located directly along the northern side boundary, while the majority of which are located directly along the rear boundary with four connecting canvas domes between them. Beyond this, the site otherwise contains open air, outdoor storage of equipment, machinery, etc. Up until mid-2023 though, the site was vacant and 'development-ready' with a flat pad with associated retaining walls, necessary infrastructure, etc. having only recently been created via a subdivision approval in 2021 (RL/17/2021) and then a subsequent plan sealing approval in 2022 (SP/159/2022). As part of this proposal, all existing shipping containers are intended to be moved into more suitable locations, the existing outdoor storage area is intended to be formalised and all existing earthworks, retaining walls and infrastructure are intended to be retained/utilised.

In terms of constraints, the site is identified as: containing potential and actual acid sulfate soils above 5 metres AHD and at or below 20 metres AHD under the Acid Sulfate Soils Overlay; having areas of primary vegetation management and matters of local/state significance under the Biodiversity Areas Overlay; being within a flood investigation area and a low flood hazard area under the Flood Hazard Overlay; containing steep slope areas under the Landslide Hazard and Steep Slopes Overlay; and containing a minor waterway under the Waterway Corridors and Wetlands Overlay. As a result of all of this, the proposal has been specifically designed/sited to mitigate the potential impacts of these constraints – noting, for example, that the proposal will not include or require any major earthworks or vegetation clearing, nor will it include any built form elements within the mapped Flood Hazard, Landslide Hazard and Steep Slopes or Waterway Corridors and Wetlands Overlays.

Further to this, the site is identified as being burdened by two infrastructure easements in favour of Logan City Council – one of which runs the full length of the rear boundary (Easement G on SP330480) and the other of which runs partially along the southern side boundary before bending on an angle to the Harburg Drive frontage (Easement F on SP204803). As part of this proposal, all built form elements will be restricted to outside of these easements.

Meanwhile, in terms of zoning, the site is located within the Industry Precinct of the Mixed Use Zone under the *Logan Planning Scheme 2015* with the proposal representing a development outcome that is very much in keeping with the intent of this zone precinct by facilitating, "development [which] protects amenity consistent with its location in the Industry Precinct and the surrounding area."

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5.0 CHARACTERISTICS OF THE SURROUNDING AREA

The site is located within an established industrial pocket of land located in the Industry Precinct of the Mixed Use Zone. This pocket spans approximately 200,000m² and encompasses properties on Frank Heck Close, Enterprise Drive, Horizon Drive *and* Harburg Drive between Logan River Road to the north and Frank Heck Close to the south (refer to Figure 2).

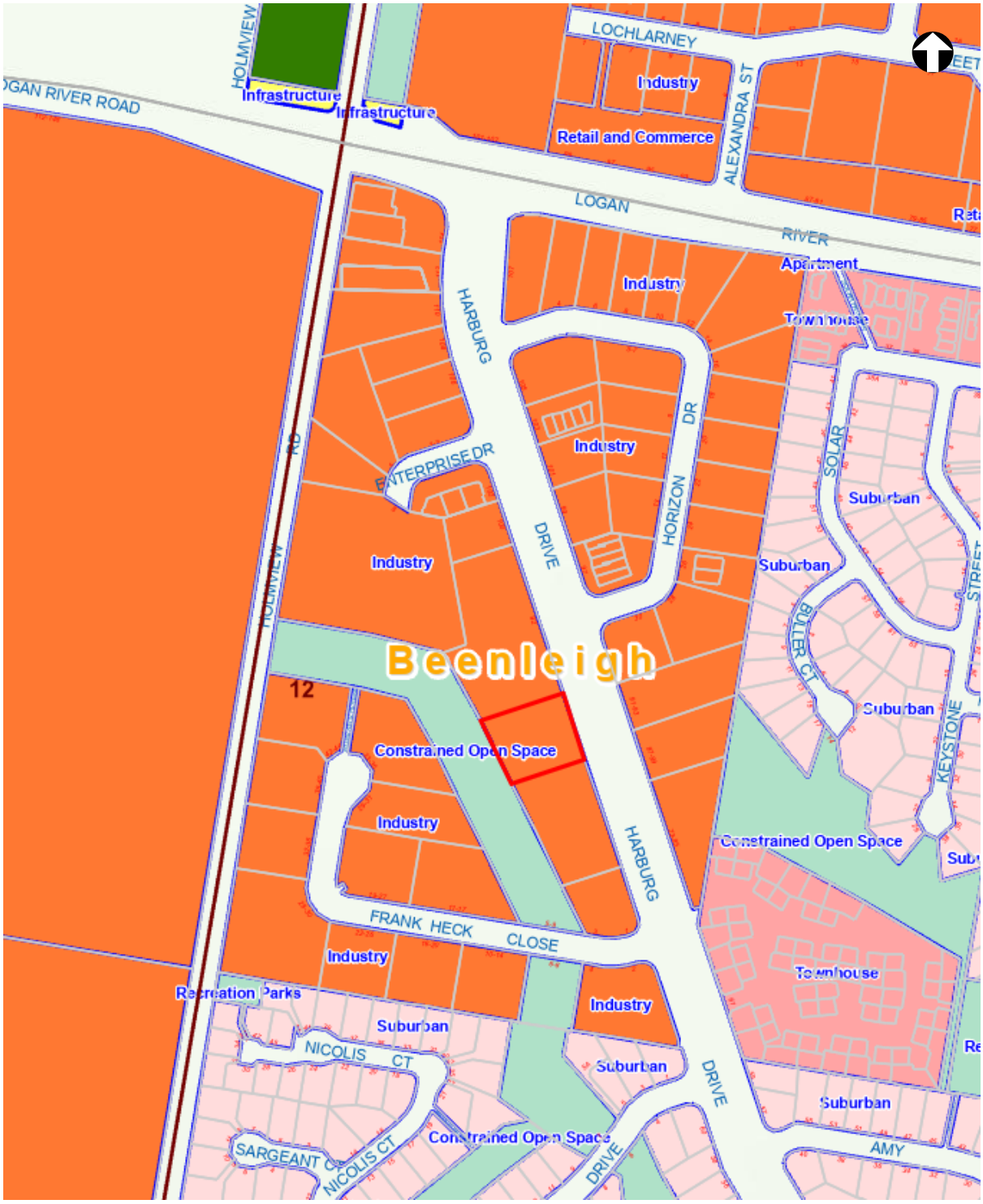


Figure 2: Mixed Use Zone (Industry Precinct) Pocket Source: LCC 2026

For Council's reference, there is somewhat of a distinction between the types of uses on either side of Harburg Drive. To elaborate, uses on the eastern side of Harburg Drive are generally conducted indoors with current businesses including Flooring Xtra, Magic Kitchen and Bathroom, Swan Plumbing Supplies, Sydney Tools, Beenleigh Self Storage, Beenleigh Tiles, Raymond Mechanical, Border Towing, Under Pressure Boiler Services, etc., while uses on the western side of Harburg Drive are generally conducted outdoors with current businesses including Residential Scaffold Group, Yatala Plastics, BKB Group Australia, CB Energy, Timber Fencing Supplies, etc. (refer to Figure 3).



Figure 3: Mixed Use Zone (Industry Precinct) Pocket (Aerial) Source: NearMap 2026

In line with this, it is unsurprising that this pocket already contains a number of established outdoor sales uses with businesses including Kennards Hire, Etc Hire, H2Flow Hire, Rebel Hire, etc.

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6.0 STATE PLANNING INSTRUMENTS

6.1 STATE PLANNING POLICY

The proposal will not conflict with any of the policies in the *State Planning Policy*.

6.2 SHAPINGSEQ 2023

The site is included within the 'Urban Footprint' under the *South East Queensland Regional Plan 2023 (ShapingSEQ 2023)* with the intent of this area is to:

"The Urban Footprint identifies land in which the region's urban development needs to 2046 can be accommodated in a way consistent with the outcomes and strategies of ShapingSEQ 2023*. The Urban Footprint incorporates the full range of urban uses including housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments, such as local areas for sport and recreation and urban open space. The priority for developing land in the Urban Footprint is to accommodate urban growth. However, the Urban Footprint is not an urban zone and does not imply that all land can be developed for urban purposes."*

The proposal will, therefore, not conflict with the intent of the 'Urban Footprint' as envisaged under *ShapingSEQ 2023*.

6.3 PLANNING REGULATION 2017

6.3.1 Referral Agencies

The proposal is not identified as requiring a referral in the *Planning Regulation 2017*.

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7.0 LOCAL PLANNING INSTRUMENTS

7.1 LOGAN PLANNING SCHEME 2015

7.1.1 Strategic Framework

The proposal will not conflict with any of the themes in the Strategic Framework of the *Logan Planning Scheme 2015*. In fact, the proposal will actively comply with the employment (employment areas) policy under Section 3.6.3.1 of the *Logan Planning Scheme 2015*.

7.1.2 Category of Assessment

The site is located within the Mixed Use Zone with Table 5.5.10.1 of the *Logan Planning Scheme 2015* identifying that the material change of use component of the proposal is 'impact assessable' development as it relates to, "any other use not listed in this table."

Meanwhile, Table 5.7.1 of the *Logan Planning Scheme 2015* identifies that the building work component of the proposal is 'code assessable' development.

These category of assessments are unchanged by the relevant overlays affecting the site with:

- the proposal considered 'accepted' under the Acid Sulfate Soils Overlay;
- the proposal to be located outside the mapped extent of the Flood Hazard Overlay, the Landslide Hazard and Steep Slope Area Overlay *and* the Waterway Corridors and Wetlands Overlay;
- 'no change' prescribed under the Biodiversity Areas Overlay.

7.1.3 Relevant Codes

Under Part 5 of the *Logan Planning Scheme 2015*, the proposal is identified as being 'impact assessable' development with the applicable assessment benchmarks for this application considered to be within the following codes:

- Mixed Use Zone Code
- Biodiversity Areas Overlay Code
- Filling and Excavation Code
- Infrastructure Code
- Landscape Code
- Servicing, Access and Parking Code

These codes are addressed in Appendix A of this report.

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8.0 CONCLUSION

The proposal is generally consistent with the intent of the Mixed Use Zone within the *Logan Planning Scheme 2015* and represents substantial compliance with the assessment benchmarks of the applicable codes. The proposal will not cause any significant impact on the surrounding area, instead providing for a positive, functional development which will meet operational needs. In this regard, the proposal demonstrates an acceptable development outcome and, therefore, warrants approval subject to reasonable and relevant conditions.

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9.0 APPENDIX A

9.1 LOGAN PLANNING SCHEME 2015 ASSESSMENT BENCHMARKS

9.1.1 Mixed Use 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: a. if not in a precinct of the Mixed use zone, is for uses identified in section 6.2.10.2(3)(a)(i) overall outcomes for the Mixed use zone; b. in the Abattoir precinct, is for uses identified in section 6.2.10.2(3)(c)(i) overall outcomes for the Mixed use zone; c. in the Enterprise precinct, is for uses identified in section 6.2.10.2(3)(d)(i) overall outcomes for the Mixed use zone; d. in the Industry precinct, is for uses identified in section 6.2.10.2(3)(e)(i) overall outcomes for the Mixed use zone; e. in the Retail/commerce precinct, is for uses identified in section 6.2.10.2(3)(f)(i) overall outcomes for the Mixed use zone.	**AO1** A use: a. if not in a precinct of the Mixed use zone, is for uses identified in section 6.2.10.2(3)(a)(i) overall outcomes for the Mixed use zone; b. in the Abattoir precinct, is for uses identified in section 6.2.10.2(3)(c)(i) overall outcome for the Mixed use zone; c. in the Enterprise precinct, is for uses identified in section 6.2.10.2(3)(d)(i) overall outcomes for the Mixed use zone; d. in the Industry precinct, is for uses identified in section 6.2.10.2(3)(e)(i) overall outcomes for the Mixed use zone; e. in the Retail/commerce precinct, is for uses identified in section 6.2.10.2(3)(f)(i) overall outcomes for the Mixed use zone.	The proposal will not include a use listed in Section 6.2.10.2(3)(e)(i). Despite this being the case, the proposal will achieve an appropriate outcome on the site, as it will effectively comply with the Strategic Framework of the *Logan Planning Scheme 2015*. In particular, the proposal will comply with requirements under Section 3.6 – Employment which calls for, "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 [of the Mixed Use Zone]." To this end, it is important to note the proposal will be compatible with and complimentary to existing industrial and business land uses nearby *and* will not fragment or inhibit an employment-based land use on the site.

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PO2 An office function is ancillary to a Low impact industry, Research and technology industry, Service industry, Showroom or Warehouse. Editor's note - PO2 does not apply where the defined use of 'Office' is proposed.	**AO2** An office function, that is ancillary to a Low impact industry, Research and technology industry, Service industry, Showroom or Warehouse on the same site, does not exceed 40 percent of the gross floor area of a tenancy. Editor's note - AO2 does not apply where the defined use of 'Office' is proposed.	The proposal will include office activities which will be ancillary to the primary outdoor sales use.
Shop		
PO3 A Shop: a. is of a scale and character suitable to ensure that the amenity is maintained; b. serves the local workforce's daily needs; c. is not a supermarket; d. does not undermine the viability of a nearby centre or the centre hierarchy. Editor's note - Planning scheme policy 2 - Economic need and impact assessment outlines the appropriate measures to be taken into account to achieve this outcome.	**AO3** A Shop: a. has a maximum gross floor area of 200m2 per tenancy; b. is not within 800 metres of another Shop; c. is not a supermarket.	The proposal will not include a shop use.
Food and drink outlet		
PO4 A building has a building height that: (a) is consistent with the intended character for the zone; (b) has regard to the functional requirements of the use; (c) is responsive to the topography of the site; (d) is compatible with the height of surrounding buildings;	**AO4** A building has a maximum building height of: (a) 12 metres, or (b) 8.5 metres where within 15 metres of the residential zone category and Rural residential zone.	The proposal will not include a food and drink outlet use.

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(e) avoids overshadowing and protects visual amenity and privacy of premises in a residential zone category and Rural residential zone.		
Office		
PO5 An Office: a. is small scale; b. serves the needs of the local workforce; c. is not located in the Abattoir precinct or Industry precinct.	**AO5** An Office: a. is not located in the Abattoir precinct or Industry precinct; b. has a maximum gross floor area of 200m2 per tenancy.	The proposal will not include an office use.
Medium impact industry		
PO6 A medium impact industry: a. is limited to a spray painting workshop involving the spray painting of motor vehicles in a booth; b. is not located in the Abattoir precinct or Retail/commerce precinct; c. complies with the immission and emission standards of the Planning scheme policy 3 - Environmental management.	**AO6** No acceptable outcome is provided.	The proposal will not include a medium impact industry use.
Design		
Building height		
PO7 A building has a height that: a. is responsive to the topography of the site; b. is compatible with the height of surrounding buildings; c. avoids overshadowing of premises in the residential zone category;	**AO7** A building has a maximum building height of 12 metres where within 15 metres of the residential zone category, otherwise: a. 15 metres where not located in the Industry precinct; or b. 20 metres where located in the Industry precinct; or	The proposal will include a maximum building height considerably less than the allowable 20 metres i.e. 7.6 metres.

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d. transitions to the residential zone category land to protect: e. visual amenity; f. privacy.	c. that complies with Figure 6.2.10.3.1 - Browns Plains Road building heights.	
Boundary Clearance		
PO8 Development provides boundary clearances that: a. allows for the separation of buildings or structures necessary to ensure the impacts on residential amenity and privacy are minimised; b. provides access to natural light and ventilation; c. are consistent with the character for the zone; d. relates to the existing streetscape character.	**AO8** Development, other than an existing lawful building, provides: a. a road boundary clearance: i. a minimum of four metres; or ii. where the building or structure aligns with the building setback of one or more adjoining buildings; b. a minimum side and rear boundary clearances of three metres.	The proposal will include a road boundary clearance considerably greater than the required four metres i.e. 12.5 metres. In addition to this, the proposal will include side/rear boundary clearances of at least three metres except to a lightweight, open-air set of external stairs.
Built form		
PO9 Development provides an attractive built form by: 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; g. incorporating a variety of facade colours and treatments. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	**AO9** No acceptable outcome provided.	The proposal will include an attractive built form which will: be orientated towards the road frontage; have a well-articulated façade; incorporate detailed design measures for visual aesthetics; integrate with public open space; integrate with the street; have a human scale at the ground floor; and incorporate a variety of facade colours and treatments.

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Amenity		
General emissions		
PO10 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.	**AO10** 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; 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/s2) 1/80Hz.	The proposal will comply with the stipulated emission requirements in Planning Scheme Policy 3 - Environmental Management. To this end, the applicant is open to a relevant and reasonable condition around this if required.
Reverse amenity		
PO11 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.	**AO11** 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 will not include a sensitive land use.

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PO12 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.	**AO12** A sensitive land use is not developed within the separation distance shown in Column 1, from the use listed in Column 2 in Table 6.2.10.3.2.	The proposal will not include a sensitive land use.
PO13 Accommodation activities being Caretaker's accommodation or Short-term accommodation mitigate potential adverse impacts from uses in other zones.	**AO13** Accommodation activities being Caretaker's accommodation or Short-term accommodation comply with the immission standards of Planning scheme policy 3 - Environmental management.	The proposal will not include an accommodation activity.
PO14 A sensitive land use does not adversely affect the ongoing operation of the High impact industry (being the Teys abattoir and associated uses) located in the Abattoir precinct.	**AO14** A sensitive land use is not located within 500m from land in the Abattoir precinct.	The proposal will not include a sensitive land use.
PO15 A land use, other than a sensitive land use, on Lots 4, 5, 6, 7, 8, 9, 10 on RP106788 and Lot 1 on RP161971 does not adversely affect the ongoing operation of the High impact industry (being the Teys abattoir and associated uses) located in the Abattoir precinct.	**AO15** No acceptable outcome provided.	The site is not located on any of the stipulated lots.
Interface with a sensitive land use		
PO16 Development protects the visual amenity of premises in adjoining residential areas and the existing Educational establishment by providing an amenity buffer in the location identified on Figure 6.2.10.3.2 - Berrinba amenity buffer.	**AO16** Development provides a 5 metre wide landscaped buffer and an acoustic fence with a height of 6 metres: a. in the location identified on Figure 6.2.10.3.2 - Berrinba amenity buffer; b. in accordance with the requirements of section 3.7.4 of Planning scheme policy 5 - Infrastructure.	The site is not identified as requiring a landscape buffer or acoustic fence in Figure 6.2.10.3.2.

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PO17 Development in the Enterprise precinct or Industry precinct protects the visual amenity of residential premises interfacing with the Enterprise precinct or Industry precinct.	**AO17** Development in the Enterprise precinct or Industry precinct provides a minimum of 3 metre wide landscape screening buffer where adjoining premises in the residential zone category in accordance with the requirements of section 3.7.4 of Planning scheme policy 5 - Infrastructure.	The site does not adjoin a lot in the residential zone category.
Service areas and parking		
PO18 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.	**AO18** 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. site with more than one street frontage use the rear lane and/or streets, with lesser pedestrian 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.	The proposal will screen plant, equipment, services and outdoor storage of materials from public view as much as practicable and will ensure vehicle entrances are minimised in terms of both height and width. The proposal will not locate parking areas underground or behind buildings, however, given only three onsite spaces are proposed, this outcome is deemed to be acceptable as these spaces will not have a significant impact on the streetscape.
For assessable development only		
Design		
Built form		
PO19 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.	**AO19** No acceptable outcome provided.	The proposal will ensure glass or any other surface likely to reflect specular rays does not impose undue nuisance, discomfort or hazard on the surrounding locality.

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Crime prevention through environmental design		
PO20 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.	**AO20** 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 by: providing casual surveillance; providing easy way finding for pedestrians; deterring unintended and illegitimate access to premises; and limiting the opportunities for graffiti and vandalism.
Streetscape		
PO21 Development provides a consistent and cohesive streetscape, which creates visual interest, a sense of place and a safe pedestrian environment that is consistent with the intended character of the zone through the use of: a. footpath paving; b. street trees; c. landscaping.	**AO21** No acceptable outcome provided.	The proposal will provide a consistent and cohesive streetscape which will create visual interest, a sense of place and a safe pedestrian environment which will be consistent with the intended character of the zone.
Social and health impact		
PO22 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.	**AO22.1** 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 include the sale or consumption of liquor.

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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.	**AO22.2** Development does not provide for gaming.	The proposal will not include gaming.
Service areas and parking		
Logan River Road		
PO23 Development with a frontage to Logan River Road between Teys Road and Gardiner Road does not provide access to Logan River Road.	**AO23** No acceptable outcome provided.	The site does not front Logan River Road.

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9.1.2 Biodiversity Areas Overlay Code

Requirements for Assessment

Performance Outcomes	Acceptable Outcomes	Compliance
For accepted development (subject to requirements) and assessable development		
Biodiversity corridors		
PO1 Development in a Biodiversity corridor identified on Biodiversity areas overlay map–OM-02.02 is designed and located to: (a) provide for habitat links; (b) facilitate safe wildlife movement; (c) facilitate wildlife refuge; (d) enhance habitat values; (e) rehabilitate degraded areas with native vegetation. Note—Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report prepared in accordance with Part 2 of planning scheme policy 3–Environmental management.	**AO1** Development is located outside a Biodiversity corridor identified on Biodiversity areas overlay map–OM-02.02.	The site is not located within a biodiversity corridor.

Primary vegetation management area		
PO2 Development in the Primary vegetation management area identified on Biodiversity areas overlay map–OM–02.01 is designed and located: (a) to: (i) protect the current extent of native vegetation; or (ii) achieve a net gain of native vegetation; (b) to rehabilitate degraded areas with native vegetation. Note—The Primary vegetation management area includes the locally significant vegetation identified on Biodiversity areas overlay map–OM–02.03. Note—Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report [for section (a)(i)] and an environmental offset report [for section (a)(ii)] prepared in accordance with Part 2 of planning scheme policy 3–Environmental management.	**AO2.1** Development is located to avoid the need to clear any native vegetation in the Primary vegetation management area identified on Biodiversity areas overlay map–OM–02.01, unless: (a) if identified as a matter of local environmental significance on Biodiversity areas overlay map–OM–02.04, an offset is provided in accordance with section 3.1–Environmental offset standards in Planning scheme policy 3–Environmental management; or (b) if identified as a matter of State environmental significance on Biodiversity areas overlay map–OM-02.04, an offset is provided in accordance with the Queensland Environmental Offset Policy and the Environmental Offsets Act 2014. Note - Compliance with AO2.1(a) is to be demonstrated by an environmental offset report prepared in accordance with Part 2 of Planning scheme policy 3 - Environmental management. Note - For purposes of AO2.1(b) the Queensland Government has separate regulatory requirements for matters of state environmental significance. This is regulated by the State Department Assessment Provisions. Note - Where the native vegetation is identified as Both matters of Local and State environmental significance and no offset is required by the Queensland Government for the native vegetation identified as a matter of state environmental significance, development is located to avoid the need to clear the native vegetation.	The proposal will not include or require any native vegetation clearing.
	AO2.2 Development rehabilitates degraded areas in accordance with the South East Queensland Ecological Restoration Framework.	The site is not believed to contain degraded areas.

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Secondary vegetation management area		
PO3 Development in the Secondary vegetation management area identified on Biodiversity areas overlay map–OM-02.01 is designed and located to either: (a) protect the current extent of native trees and native habitat trees; or (b) achieve a net gain of native trees and native habitat trees. Note—Compliance with this performance outcome is to be demonstrated by a basic ecological assessment report [for paragraph (a)] and environmental offset report [for section (b)] prepared in accordance with Part 2 of planning scheme policy 3–Environmental management.	**AO3** Development is located to avoid the need to clear any native trees and native habitat trees in the Secondary vegetation management area identified on Biodiversity areas overlay map–OM–02.01, unless: (a) if identified as a matter of local environmental significance on Biodiversity areas overlay map–OM–02.04, an offset is provided in accordance with section 3.1–Environmental offset standards in Planning scheme policy 3–Environmental management; or (b) if identified as a matter of State environmental significance on Biodiversity areas overlay map–OM–02.04, an offset is provided in accordance with the Queensland Environmental Offset Policy and the Environmental Offsets Act 2014. Part 8 Overlays - 8.2.2 Biodiversity areas overlay code Logan Planning Scheme 2015 version 1.1 P8-7 Note - Compliance with AO3(b) is to be demonstrated by an environmental offset report prepared in accordance with Part 2 of Planning scheme policy 3 - Environmental management. Note - For the purpose of AO3(c) the Queensland Government has separate regulatory requirements for matters of state environmental significance. This is regulated by the State Development Assessment Provisions. Note - Where the native vegetation is identified as a matter of state environmental significance and no offset is required by the Queensland Government for the native vegetation identified as a matter of state environmental significance, development is located to avoid the need to clear the native vegetation.	The site is not located within a secondary vegetation management area.

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Koala corridor		
PO4 Development in a Koala corridor identified on Biodiversity areas overlay map–OM–02.02 is designed and located to protect and enhance koala habitat. Note—Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report prepared in accordance with Part 2 of planning scheme policy 3–Environmental management.	**AO4** Development: (a) is located to avoid the need to clear any native vegetation in a Koala corridor identified on Biodiversity areas overlay map–OM–02.02; (b) in a Koala corridor identified on Biodiversity areas overlay map–OM–02.02 rehabilitates degraded koala habitat values within the Koala corridor, in accordance with the South East Queensland Ecological Restoration Framework.	The site is not located within a koala corridor.
Locally significant vegetation area		
PO5 Development in a Locally significant vegetation area identified on the Biodiversity areas overlay map OM-02.03 protects Melaleuca irbyana, vine forest, Gossia gonoclada and significant remnant vegetation areas from: (a) encroachment; (b) edge effects. Note - Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report prepared in accordance with Part 2 of Planning scheme policy 3 - Environmental management.	**AO5** Development is located outside of a Locally significant vegetation area as identified on Biodiversity areas overlay map OM-02.03.	The site is not located within a locally significant vegetation area.
For assessable development		
Wildlife movement		
Locally significant Melaleuca irbyana buffer area		
PO6 Development in a Biodiversity corridor or koala corridor identified on Biodiversity areas overlay map–	**AO6** Development in a Biodiversity corridor or koala corridor identified on Biodiversity areas overlay map–	The site is not located within a biodiversity or koala corridor.

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OM–02.02 provides for the safe movement of native fauna by: (a) generating minimal additional night time traffic; (b) minimising the risk of injury or death to wildlife by vehicular traffic; (c) incorporating practices or measures to minimise disruption, injury or death during construction; (d) providing that a road or accessway has a low design speed; (e) providing fauna-friendly fencing. Note—Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report prepared in accordance with Part 2 of planning scheme policy 3–Environmental management.	OM–02.02 provides for the safe movement of native fauna through the implementation of: (a) the Queensland Government Fauna Sensitive Road Design Manual Volume 2: Preferred Practices; (b) the Queensland Government Koala-sensitive Design Guideline.	
PO7 Development within the Locally significant Melaleuca irbyana buffer area identified on Biodiversity areas overlay map–OM–02.03 protects the Locally significant Melaleuca irbyana area identified on Biodiversity areas overlay map– OM–02.03 from: (a) edge effects; (b) adverse changes to the local hydrology. Note—Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report prepared in accordance with Part 2 of planning scheme policy 3–Environmental management.	**AO7** Development within the Locally significant Melaleuca irbyana buffer area identified on Biodiversity areas overlay map–OM–02.03 provides for a vegetated buffer within 50 metres of the Locally significant Melaleuca irbyana area identified on Biodiversity areas overlay map–OM–02.03.	The site is not located within a locally significant Melaleuca irbyana buffer area.
Landscape values		
PO8 Development is designed and located to protect and enhance the landscape values of: (a) a ridgeline; (b) native vegetation.	**AO8** No acceptable outcome provided.	The proposal will be designed and sited to protect and enhance the landscape values of surrounding native vegetation as much as practicable.

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Lighting		
PO9 Development in a Biodiversity corridor or Koala corridor identified on Biodiversity areas overlay map–OM–02.02 is designed to minimise adverse light impacts on native fauna.	**AO9** Lighting associated with development in a Biodiversity corridor or Koala corridor identified on Biodiversity areas overlay map– OM–02.02: (a) complies with the dark surrounds lighting levels in AS4282-1997–Control of the obtrusive effects of outdoor lighting; (b) is directed away from areas identified on Biodiversity areas overlay map–OM–02.00.	The site is not located within a biodiversity or koala corridor.

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9.1.3 Filling and Excavation 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		
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.	The proposal will not include or require significant filling or excavation.
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.	The proposal will not include or require significant filling or excavation.
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.	The proposal will not include or require significant filling or excavation.
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.	The proposal will not include or require significant filling or excavation.
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.	The proposal will not include or require significant filling or excavation.

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Surface water flow		
PO6 Surface water drainage does not cause any of the following: (a) ponding on any premises; or (b) a hazard or adversely affect personal health and safety and premises; or (c) diversion or concentration of flow from or onto adjoining premises or infrastructure.	**AO6** Surface water drainage complies with part 3.3– Filling or excavation standards in planning scheme policy 5– Infrastructure.	The proposal will not include or require significant filling or excavation.
Batters		
PO7 A batter: (a) does not adversely affect the natural physical processes and ecosystems; (b) protects existing and planned infrastructure; (c) is safe, stable and easily maintained; (d) is landscaped to enhance visual amenity.	**AO7** A batter is designed and constructed to comply with the standards specified in section 3.3.6– Batters and retaining walls in planning scheme policy 5– Infrastructure.	The proposal will not include or require significant filling or excavation.
Retaining walls		
PO8 A retaining wall: (a) is not constructed of timber and are not located on existing or proposed lot boundaries, or movement networks; (b) does not adversely affect the natural physical processes and ecosystems; (c) is located to avoid conflict with adjoining premises; (d) is located such that existing and planned infrastructure is not adversely affected;	**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.	The proposal will not include or require new/altered retaining walls.

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(e) protects the visual amenity of adjoining premises or a public open space; (f) is located within the premises that is being filled; (g) is located within the premises that is cut and is designed to take any surcharge loading allowable on the uphill lot; (h) is safe and stable; (i) enables easy access for maintenance.		
Filling of a dam		
PO9 The filling of a dam: (a) does not adversely affect the natural physical processes and ecosystems; (b) creates a safe and stable surface; (c) is integrated into the landscape.	**AO9** The filling of a dam complies with part 3.3–Filling and excavation standards in planning scheme policy 5–Infrastructure.	The proposal will not include or require the filling of a dam.

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9.1.4 Infrastructure 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		
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.	All reports, plans and drawings associated with this application have been prepared in accordance with the relevant requirements in Planning Scheme Policy 5 - Infrastructure.
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 stormwater infrastructure in accordance with part 3.6 of planning scheme policy 5– Infrastructure; (f) provides a movement network infrastructure in accordance with part 3.4 of planning scheme policy 5–Infrastructure;	The proposal will largely utilising existing water, sewer, electricity, etc. infrastructure, but will include new stormwater infrastructure which will comply with the relevant requirements in Planning Scheme Policy 5 - Infrastructure. For further details around this, please refer to the attached Site Based Stormwater Management Plan and associated Stormwater Drainage Layout Plan from Alto Consulting Engineers.

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	(g) provides parks in accordance with part 3.12 of planning scheme policy 5–Infrastructure; (h) provides road lighting in accordance with part 3.5 of planning scheme policy 5– Infrastructure; (i) provides electricity reticulation in accordance with part 3.8 of planning scheme policy 5–Infrastructure; (j) provides gas and telecommunications reticulation in accordance with part 3.9 of planning scheme policy 5–Infrastructure; (k) is consistent with the general planning layouts in part 7.2 of Planning scheme policy 5 - Infrastructure. Editor's note—The delivery of any part of a network identified in the plans for trunk infrastructure is governed by Part 4—Priority infrastructure plan.	
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.	The site is not located near a planned road widening, a planned public transport network, a planned cycle network or a planned park network.

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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 unit access, which are private and under group or body corporate control.	**AO4** Development in a water service area involving a material change of use or reconfiguring a lot where, or to be, accessed by common private title ensures that fire hydrant placement and technical requirements for streets and access ways are in accordance with: (a) Australian Standard (AS) 2419.1 - 2005 Fire hydrant installations; (b) QFES: Fire Hydrant and vehicle access guidelines for residential, commercial and industrial lots.	Appropriate fire fighting provisions will be assessed/enforced during the building approval process with the input of QFES.
PO5 Development not in a water service area provides sufficient water storage with adequate pressure, volume and flow to service development for firefighting purposes.	**AO5** Development: (a) is connected to a reticulated water supply scheme that has sufficient flow and pressure characteristics for firefighting purposes at all times with a minimum pressure and flow of 10 litres per second at 200kPa; or (b) has an on-site water storage in accordance with Table 9.4.3.3.2—Water storage for firefighting, dedicated or retained for firefighting 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. Editor's note—The requirement in AO5 is; - in addition to the requirement for potable water supply/storage in AO2 in Table 9.4.3.3.2– Infrastructure code: self-assessable and assessable development; - reflected in AO5 in Table 8.2.3.3.1–Bushfire hazard overlay code: self-assessable and assessable development.	Appropriate fire fighting provisions will be assessed/enforced during the building approval process with the input of QFES.

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Disposal of trade waste		
PO6 The disposal of trade waste in a sewerage supply service area does not adversely affect the sewerage network.	**AO6** 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.	The proposal will ensure that any disposal of trade waste complies with the requirements in Planning Scheme Policy 3 - Environmental Management.
Roof water drainage and surface water drainage		
PO7 Development provides stormwater infrastructure for the drainage of the premises so as not to cause any of the following: (a) ponding of stormwater on the premises; (b) a hazard to personal health and safety; (c) damage to premises; (d) an increased risk of flooding to premises within the catchment.	**AO7** Development complies with the standards for stormwater infrastructure specified in part 3.6 of planning scheme policy 5–Infrastructure.	The proposal will include new stormwater infrastructure which will comply with the relevant requirements in Planning Scheme Policy 5 - Infrastructure. For further details around this, please refer to the attached Site Based Stormwater Management Plan and associated Stormwater Drainage Layout Plan from Alto Consulting Engineers.
Natural flow of surface water		
PO8 Development provides that the natural flow of surface water is: (a) not altered so as to cause a risk to personal health and safety or damage to property; (b) not increased in intensity, velocity or frequency; (c) not concentrated onto adjoining premises.	**AO8** Development complies with the standards for stormwater infrastructure specified in part 3.6 of planning scheme policy 5–Infrastructure.	The proposal will include new stormwater infrastructure which will comply with the relevant requirements in Planning Scheme Policy 5 - Infrastructure. For further details around this, please refer to the attached Site Based Stormwater Management Plan and associated Stormwater Drainage Layout Plan from Alto Consulting Engineers.

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Water sensitive urban design		
PO9 Development which provides stormwater infrastructure incorporates water sensitive urban design 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 waterways; (d) protecting water quality of surface and ground waters; (e) minimising demand on the water network; (f) minimising sewage discharges to the natural environment; (g) integrating water into the landscape to enhance visual and ecological values.	**AO9** Development complies with the standards for stormwater infrastructure specified in part 3.6 of planning scheme policy 5–Infrastructure.	The proposal will include new stormwater infrastructure which will comply with the relevant requirements in Planning Scheme Policy 5 - Infrastructure. For further details around this, please refer to the attached Site Based Stormwater Management Plan and associated Stormwater Drainage Layout Plan from Alto Consulting Engineers.
Movement network		
PO10 The projected traffic levels for a use do not adversely affect the planned standards of service for a road or intersection.	**AO10** Development does not cause or contribute to projected traffic levels: (a) exceeding the maximum vehicle trips per day in Table 3.4.1.4.2 in planning scheme policy 5–Infrastructure; or (b) exceeding the maximum control delays through intersections in peak periods in Table 3.4.1.4.3 in planning scheme policy 5—Infrastructure.	The proposal will ensure projected traffic levels do not adversely affect the planned standards of service for a road or intersection.

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Integrated movement concept report		
PO11 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.	**AO11** 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.	The proposal will not generate more than 3000 vehicle trips a day.
For assessable development only		
Land use and transport integration		
PO12 Development within 400 metres of existing or future public passenger transport facilities where the total site area is 5000m2 or more: (a) supports a road hierarchy which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities; (b) enhances connectivity between existing and future public passenger transport facilities and other transport modes; (c) optimises the walkable catchment to existing and future public passenger transport facilities; (d) provides for direct and safe access to and use of existing or future public passenger transport facilities. Note—SPP code: Land use and transport integration in Appendix 4 of the state planning policy provides guidance to achieve this outcome.	**AO12** No acceptable outcome provided.	The proposal will: support a road hierarchy which will facilitate efficient, safe and accessible bus services connecting to existing and future public transport facilities; enhance connectivity between existing and future public passenger transport facilities and other transport modes; optimise a walkable catchment to existing and future public passenger transport facilities; and provide for direct and safe access to and use of existing or future public passenger transport facilities.

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9.1.5 Landscape 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		
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.	The proposal will include landscaping which will comply with the relevant requirements in Planning Scheme Policy 5 - Infrastructure.

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(i) prevent pondage and manage overland flow; (j) act as a buffer to screen adverse visual impact of development and incompatible uses; (k) define the common boundary and prevent encroachment of existing and future uses into public open space; (l) rehabilitate degraded areas on the premises; (m) be easily maintained. Editor's note—Section 4.2–Guidelines for landscaping in planning scheme policy 5–Infrastructure sets out requirements in relation to these elements.		

9.1.6 Servicing, Access and Parking 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		
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 include three onsite car parking spaces and two loading bays which will satisfy the expected demand for the number and type of vehicles likely to be generated the proposal – particularly in regard to: the nature, intensity and hours of operation of the use; the desirability of providing a car park and attracting vehicles to the premises; the maximum number of employees and customers to be on the premises at any one time; and the size, levels and dimensions of the premises.
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 at the front of the site which is allowable under Table 9.4.7.3.4.
PO3 A car park not being a Parking station provides free and unobstructed access for the use by employees	**AO3** A use, other than a Residential activity or a Parking station, provides vehicle parking that:	The proposal will include three onsite car parking spaces which will be kept, used and maintained

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and visitors during the normal hours of operation of the use.	(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.	exclusively for car parking *and* accessible to all employees and visitors during the normal hours of operation with no encumbrance, fee or charge. These spaces will be located behind a security gate, however, this gate will not restrict employees or visitors during normal hours of operation.
Provision of motorcycle parking		
PO4 Motorcycle parking is provided that is safe and functional.	**AO4** Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004–Parking facilities– Off street car parking.	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.	**AO5** 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 not include or require bicycle parking.
Provision of vehicle manoeuvring area		
PO6 Development provides a safe and functional vehicle manoeuvring area.	**AO6** Development provides a vehicle manoeuvring area that: (a) 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.	The proposal will include a vehicle manoeuvring area which will comply with the relevant requirements in Planning Scheme Policy 5 - Infrastructure. While technically, this vehicle manoeuvring area should accommodate an articulated vehicle in accordance with Table 9.4.7.3.5, the largest vehicle the use will be serviced by is a flat bed semi-trailer, so in this regard, the proposal is deemed to achieve an appropriate outcome on the site as it will provide a safe and functional vehicle manoeuvring area.

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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.	The proposal will not include or require a vehicle washing bay.
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 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 accommodate one queuing space in accordance with Table 9.4.7.3.3. Beyond this, the proposal will not include a use which has special queuing requirements as listed in Table 9.4.7.3.6.
Access and driveways		
PO9 A driveway crossover 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.	The proposal will include a driveway which will comply with the relevant requirements in Planning Scheme Policy 5 - Infrastructure.
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;	**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 include a car parking area which will comply with the relevant requirements in Planning Scheme Policy 5 - Infrastructure.

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(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; (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.		

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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 include an onsite loading bay for a refuse collection vehicle which will comply with the relevant requirements in Planning Scheme Policy 9 - Waste Management. In line with this, a refuse collection vehicle will be able to enter and exit the site in a forward motion *and* be located away from the street frontage and adjoining premises.
	AO11.2 Development provides on-site refuse collection and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in Planning scheme policy 5 - Infrastructure.	The proposal will include onsite refuse collection and associated onsite vehicle manoeuvring areas which will comply with the relevant requirements in Planning Scheme Policy 5 - Infrastructure.
For assessable development		
Vehicle queuing		
PO12 Queuing associated with a drive through facility (including Service stations and Car washes) does not cause blockages to traffic on the road network. Note - Planning scheme policy 5 - Infrastructure provides guidelines on how to achieve this outcome.	**AO12** No acceptable outcome provided.	The proposal will not include or require a drive through facility.

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