

**Appendix 2**  
**Logan Planning Scheme**  
**Reconfiguring a lot code**

Performance outcomes	Acceptable outcomes	Comments	Compliance
<b>For assessable development</b>			
<b>Boundary realignment</b>			
<b>PO1</b> A boundary realignment results in lots that are consistent with the size and dimension of lots in the zone and precinct.	<b>AO1</b> A boundary realignment complies with the standards specified in Table 9.4.6.3.2–Reconfiguring a lot and Table 9.4.6.3.3–Reconfiguring a lot: local plans.	<b>AO1</b> The proposed development does not involve a boundary realignment.	N/A
<b>PO2</b> A boundary realignment ensures a use and its necessary associated infrastructure are located on the same lot.	<b>AO2</b> A boundary realignment ensures that a building or structure that is not intended for common use and sharing by a formal title arrangement is not located across a boundary or within a setback required elsewhere in the planning scheme.	<b>AO2</b> The proposed development does not involve a boundary realignment.	N/A
<b>Design</b>			
<b>PO3</b> Reconfiguring a lot results in lots of a size, shape, dimension and density that are consistent with their intended use and the intended character of the applicable zone, local plan and precinct.	<b>AO3</b> Unless involving an approved Multiple dwelling, a new lot complies with: (a) Table 9.4.6.3.2–Reconfiguring a lot ; or (b) Table 9.4.6.3.3–Reconfiguring a lot: local plans; or (c) a preliminary approval for reconfiguring a lot.	<b>AO3</b> it is acknowledged the proposal does not strictly meet the acceptable outcome requirements with regard to rear lot sizes (minimum 600sqm), and average lot sizes (minimum 500sqm). However, the Performance Outcomes sought are extremely minor including 9sqm PO's for the rear lots, and 5sqm POs on average lot size. In no way will the development result in an outcome which would compromise the functionality of each lot to operate as expected/anticipated by Council and the planning scheme, nor will	Partial PO

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		<p>it result in a development inconsistent with the intended character of the Zone/Precinct.</p> <p>To demonstrate further, Figure 2 aerial context map within the planning report identifies all existing subdivisions that have occurred within immediate proximity to the subject lot (outlined in yellow). There is a clear precedence set with a total of 7 subdivisions in the area, 2 of which are 1 into 4 lot subdivisions similar to that proposed. The development in question will provide an outcome almost identical to that existing/approved by Council, resulting in a subdivision with lots suitable for use in terms of lot size, and safely/adequately accessible/serviced.</p> <p>With the above in mind, the proposed development is of a lot size, shape, dimension and density consistent with the intended and existing character of the Suburban Precinct, and in line with Councils expectations of lot sizes approximately 2,000sqm in total.</p>	

Performance outcomes	Acceptable outcomes	Comments	Compliance
<p><b>PO4</b> Reconfiguring a lot is designed to: (a) protect significant natural features; (b) protect landscape amenity values; (c) minimise the amount of excavation and filling.</p> <p>Note—Planning scheme policy 8—Urban design provides guidelines on how to achieve this outcome.</p>	<p><b>AO4</b> No acceptable outcome provided.</p>	<p><b>PO4</b> The proposed reconfiguration will: a) not impact on any significant natural features;  b) It is not anticipated that newly created allotments for residential dwellings will compromise the landscape amenity values of the area.  c) Very minor filling and excavation work will be required.</p>	✓
<p><b>PO5</b> Reconfiguring a lot provides a diverse mix of lot sizes.</p> <p>Note—Planning scheme policy 8—Urban design provides guidelines on how to achieve this outcome for developments of 10 or more lots.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>	<p><b>PO5</b> The proposed reconfiguration will result in an appropriate mix of lot sizes including 591sqm and 400sqm, thus contributing to lot size diversity in the local area.</p>	✓
<p><b>PO6</b> Reconfiguring a lot facilitates a movement network that: (a) is permeable; (b) supports active transport.</p> <p>Note—Planning scheme policy 8—Urban design provides guidelines on how to achieve this outcome.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>	<p><b>PO6</b> Development is for a minor reconfiguring a lot (1 lot into 4 lots) and does not provide opportunity to facilitate additional movement network elements. Clarks Road contains an existing verge suitable for pedestrian use and an existing carriageway suitable for vehicle use.  The site is within walking distance to public transport (bus stops) along Clarks Road.</p>	✓
<p><b>PO7</b> Reconfiguring a lot provides that the orientation of a road and lot facilitates the development of energy efficient buildings that respond to local climatic conditions.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>	<p><b>PO7</b> The proposed reconfiguration will allow for the orientation of dwellings to achieve energy efficiency outcomes, within the constraints of the layout of the site.</p>	✓

Performance outcomes	Acceptable outcomes	Comments	Compliance
Note—Planning scheme policy 8—Urban design provides guidelines on how to achieve this outcome.			
<p><b>PO8</b></p> <p>The location and orientation of residential lots enables the siting of buildings to mitigate potential adverse impacts from rural activities, Medium impact industry, High impact industry or Special industry.</p>	<p><b>AO8</b></p> <p>A lot for a residential purpose is not created within the distances stated for any of the following:</p> <p>(a) 1500 metres of a Special industry; or</p> <p>(b) 500 metres of a High impact industry; or</p> <p>(c) 500 metres of an Intensive animal industry; or</p> <p>(d) 300 metres of an Intensive horticulture or Wholesale nursery or;</p> <p>(e) 250 metres of a Medium impact industry.</p>	<p><b>AO8</b></p> <p>The proposed development is for a residential purpose and is not located within any of the stated distances of this provision.</p>	✓
<b>Access easement</b>			
<p><b>PO9</b></p> <p>An access easement:</p> <p>(a) is fit for its particular purpose;</p> <p>(b) has a safe access point;</p> <p>(c) does not adversely affect adjoining premises having regard to any of the following:</p> <p>(i) traffic; or</p> <p>(ii) accessibility; or</p> <p>(iii) parking; or</p> <p>(iv) privacy.</p>	<p><b>AO9</b></p> <p>No acceptable outcome provided.</p>	<p><b>PO9</b></p> <p>The proposed access easement, is</p> <p>(a) fit for its particular purpose;</p> <p>(b) has a safe access point;</p> <p>(c) does not adversely affect adjoining premises having regard to any of the following:</p> <p>(i) traffic; or</p> <p>(ii) accessibility; or</p> <p>(iii) parking; or</p> <p>privacy</p>	✓
<b>Lots adjoining an urban arterial road</b>			
<p><b>PO10</b></p> <p>Reconfiguring a lot is designed to enhance the visual amenity of an urban arterial road and avoids creating a streetscape that is likely</p>	<p><b>AO10</b></p> <p>Reconfiguring a lot that results in lots that adjoin an urban arterial road provides:</p> <p>(a) a land dedication of a road for public use to Council between the lot/s adjoining the</p>	<p><b>AO10</b></p> <p>The subject site is located on Clarks Road, which is not an arterial road.</p>	N/A

Performance outcomes	Acceptable outcomes	Comments	Compliance
<p>to be dominated by fencing ancillary to future land uses.</p>	<p>urban arterial road and the urban arterial road that:</p> <ul style="list-style-type: none"> <li>(i) is a minimum of 3 metres wide;</li> <li>(ii) extends for the full length of the lot boundaries that adjoin the urban arterial road;</li> <li>(iii) is landscaped with native, locally endemic species at a density sufficient to screen the development from view from the urban arterial road; or</li> </ul> <p>(b) a constructed road between the lot/s adjoining an urban arterial road and the urban arterial road in accordance with a General planning layout in section 7.2. of planning scheme policy 5—Infrastructure.</p> <p>Note—AO10(b) only applies to development identified in a General planning layout in section 7.2 of planning scheme policy 5—Infrastructure.</p>		
<b>Approved dwellings</b>			
<p><b>PO11</b> Reconfiguring a lot where material change of use has been granted for three of more dwellings does not compromise the lawfulness and function of the approved use.</p>	<p><b>AO11</b> Reconfiguring a lot where material change of use has been granted for three of more dwellings:</p> <ul style="list-style-type: none"> <li>(a) does not result in a building that straddles a boundary;</li> <li>(b) does not compromise the use of a dwelling as a self-contained residence.</li> </ul>	<p><b>AO11</b> The proposed development does not result in the existing Dwelling House straddling a boundary, nor does the Reconfiguration compromise the use of a dwelling as a self-contained residence.</p>	<p>N/A</p>

**Appendix 4**  
**Logan Planning Scheme**  
**Servicing, access and parking code**

Performance outcomes	Acceptable outcomes	Comments	Compliance
<b>For self-assessable and assessable development</b>			
<b>Provision of parking spaces for vehicles</b>			
<p><b>PO1</b>            Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to:</p> <p>(a) the particular circumstances of the premises including the:</p> <ul style="list-style-type: none"> <li>(i) nature, intensity and hours of operation of the use;</li> <li>(ii) desirability of providing a car park and attracting vehicles to the premises;</li> <li>(iii) maximum number of employees and customers to be on the premises at any one time;</li> <li>(iv) size, levels and dimensions of the premises;</li> </ul> <p>(b) the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.</p>	<p><b>AO1</b>            Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided:</p> <p>(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;</p> <p>(b) for a use not listed in Table 9.4.7.3.2–Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of planning scheme policy 5–Infrastructure.</p> <p>Editor's note—For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5–Carparking spaces for people with a disability in the Building Code of Australia.</p>	<p><b>AO1</b>            The proposed reconfiguration will allow for the future use of the site for residential dwellings. Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas can be provided in accordance with Table 9.4.7.3.2 where relevant to the use.</p>	✓
<p><b>PO2</b>            Development with a security gate provides accessible visitor vehicle parking in front of the security gate.</p>	<p><b>AO2</b>            Development with a security gate provides visitor vehicle parking that complies with Table</p>	<p><b>AO2</b>            The proposed development does not include a security gate.</p>	N/A

Performance outcomes	Acceptable outcomes	Comments	Compliance
	9.4.7.3.4– Visitor parking spaces for uses incorporating a security gate.		
<p><b>PO3</b></p> <p>A car park not being a Parking station provides free and unobstructed access for the use by employees and visitors during the normal hours of operation of the use.</p>	<p><b>AO3</b></p> <p>A use, other than a Residential activity or a Parking station, provides vehicle parking that:</p> <p>(a) is kept, used and maintained exclusively for car parking;</p> <p>(b) is accessible to all employees and visitors during the normal hours of operation of the use with no encumbrance, fee or charge;</p> <p>(c) does not have a gate, door or similar device that restricts vehicular access by employees or visitors.</p>	<p><b>AO3</b></p> <p>Development is for a reconfiguring a lot (1 lot into 4 lots) and does not involve a security gate.</p>	N/A
<b>Provision of motorcycle parking</b>			
<p><b>PO4</b></p> <p>Motorcycle parking is provided that is safe and functional.</p>	<p><b>AO4</b></p> <p>Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004–Parking facilities–Off street car parking.</p>	<p><b>AO4</b></p> <p>Development is for a reconfiguring a lot (1 lot into 4 lots) and does not require motorcycle parking at this time.</p>	N/A
<b>Provision of bicycle parking</b>			
<p><b>PO5</b></p> <p>Bicycle parking facilities are provided that:</p> <p>(a) satisfy the likely demand for bicycle parking;</p> <p>(b) are functional;</p> <p>(c) are located close to a pedestrian entry to a building.</p>	<p><b>AO5</b></p> <p>Bicycle parking facilities comply with:</p> <p>(a) the rate specified in column 7 of Table 9.4.7.3.2–Vehicle parking and servicing;</p> <p>(b) AS2890.3–1993–Bicycle parking facilities.</p>	<p><b>AO5</b></p> <p>Development is for a reconfiguring a lot (1 lot into 4 lots) and does not require bicycle parking at this time.</p>	N/A

Performance outcomes	Acceptable outcomes	Comments	Compliance
<b>Provision of vehicle manoeuvring area</b>			
<p><b>PO6</b> Development provides a safe and functional vehicle manoeuvring area.</p>	<p><b>AO6</b> Development provides a vehicle manoeuvring area that:</p> <ul style="list-style-type: none"> <li>(a) accommodates the design vehicle specified in Table 9.4.7.3.5–Design vehicle for a manoeuvring area;</li> <li>(b) complies with section 3.4.4.10–Manoeuvring areas of planning scheme policy 5–Infrastructure.</li> </ul>	<p><b>AO6</b> Development is for a reconfiguring a lot (1 lot into 4 lots) and does not warrant access or manoeuvring for service vehicles.</p>	N/A
<b>Vehicle washing bay</b>			
<p><b>PO7</b> A vehicle washing bay does not cause environmental harm.</p>	<p><b>AO7</b> A vehicle washing bay provides that run off is discharged to:</p> <ul style="list-style-type: none"> <li>(a) a grassed area or permeable landscape area; or</li> <li>(b) the sewerage system.</li> </ul>	<p><b>AO7</b> Development is for a reconfiguring a lot (1 lot into 4 lots). No vehicle washing bays are proposed.</p>	N/A
<b>Car park access</b>			
<p><b>PO8</b> Vehicular access to a car parking area has sufficient queuing space to ensure a vehicle does not queue on a road, cycleway or footpath.</p>	<p><b>AO8</b> Vehicular queuing space to a car parking area:</p> <ul style="list-style-type: none"> <li>(a) does not provide a turning movement, intersecting aisle or a speed hump in a queuing area;</li> <li>(b) complies with: <ul style="list-style-type: none"> <li>(i) column 6 of Table 9.4.7.3.2–Vehicle parking and servicing;</li> <li>(ii) Table 9.4.7.3.3–Queuing spaces.</li> </ul> </li> </ul>	<p><b>AO8</b> Development is for a reconfiguring a lot (1 lot into 4 lots) and does not involve a car park.</p>	N/A

Performance outcomes	Acceptable outcomes	Comments	Compliance
<b>Driveway crossover</b>			
<p><b>PO9</b> A driveway crossover is safe, functional and does not adversely affect infrastructure.</p>	<p><b>AO9</b> A driveway crossover is designed and constructed to comply with section 3.4.5– Design standards for access and driveways of planning scheme policy 5–Infrastructure.</p>	<p><b>AO9</b> The proposed new driveway crossovers have been designed to ensure compliance with Councils relevant standards.</p>	✓
<b>Design and construction of a car parking area</b>			
<p><b>PO10</b> A car parking area is designed to:</p> <ul style="list-style-type: none"> <li>(a) provide easy way finding for pedestrians, cyclists and motorists;</li> <li>(b) provide appropriately sized and line marked spaces in accordance with relevant Australian standards;</li> <li>(c) provide a convenient and safe pedestrian network;</li> <li>(d) provide safe and efficient vehicle circulation;</li> <li>(e) provide a progressive reduction in the speed environment in moving between the road and a parking space;</li> <li>(f) provide a safe sight distance at a potential conflict point;</li> <li>(g) provide for efficient and simple parking space search patterns;</li> <li>(h) provide for uncongested public transport and service vehicle movements through the premises;</li> <li>(i) keeps a heavy vehicle out of a parking aisle;</li> <li>(j) ensure no heavy vehicle reverses across a pathway;</li> <li>(k) prevent parking off a circulation road;</li> </ul>	<p><b>AO10</b> A car parking area is designed and constructed in accordance with section 3.4.6– Design standards for car parking of planning scheme policy 5–Infrastructure.</p>	<p><b>AO10</b> Development is for a reconfiguring a lot (1 lot into 4 lots). No car parking areas are proposed.</p>	N/A

Performance outcomes	Acceptable outcomes	Comments	Compliance
<ul style="list-style-type: none"> <li>(l) prevent an adverse impact on the safety and efficiency of the existing or planned movement network;</li> <li>(m) prevent a motorist from reversing on a road;</li> <li>(n) prevent an unnecessary space that encourages illegal parking;</li> <li>(o) address safety of users through appropriate lighting;</li> <li>(p) be appropriately landscaped;</li> <li>(q) be surfaced so as to be useable in all weather conditions;</li> <li>(r) manage stormwater flows.</li> </ul>			

**Appendix 4**  
**Logan Planning Scheme**  
**Landscape code**

Performance outcomes	Acceptable outcomes	Comments	Compliance
<b>For self-assessable and assessable development</b>			
<b>Landscape design</b>			
<p><b>PO1</b>            Development provides landscaping that is designed and located to:</p> <ul style="list-style-type: none"> <li>(a) enhance the visual amenity of premises;</li> <li>(b) provide street trees;</li> <li>(c) protect the movement network by:               <ul style="list-style-type: none"> <li>(i) maintaining pedestrian accessibility;</li> <li>(ii) not obstructing sightlines for pedestrians, cyclists and motorists;</li> <li>(iii) being consistent with the function of the road;</li> <li>(iv) being of a scale that is in proportion with the road width;</li> </ul> </li> <li>(d) be responsive to and compatible with soil conditions, topography and micro climate;</li> <li>(e) utilise species selection that:               <ul style="list-style-type: none"> <li>(i) is suitable for the available space and growing conditions;</li> <li>(ii) incorporates, where practicable, native vegetation in public open space and roads;</li> </ul> </li> </ul>	<p><b>AO1</b>            A landscape site analysis and landscape concept plan demonstrating how landscaping addressing the elements in PO1 are incorporated into the development design:</p> <ul style="list-style-type: none"> <li>(a) are prepared in accordance with part 2 of planning scheme policy 5–Infrastructure;</li> <li>(b) are provided to the local government.</li> </ul>	<p><b>AO1</b>            Development is for a reconfiguring a lot (1 lot into 4) and does not warrant a landscape concept plan.</p>	✓

Performance outcomes	Acceptable outcomes	Comments	Compliance
<p>(f) protect, where practicable, existing native trees;</p> <p>(g) conserve energy and water;</p> <p>(h) incorporate water sensitive urban design principles;</p> <p>(i) prevent pondage and manage overland flow;</p> <p>(j) act as a buffer to screen adverse visual impact of development and incompatible uses;</p> <p>(k) rehabilitate degraded areas on the premises;</p> <p>(l) be easily maintained.</p> <p>Editor's note—Section 4.2—Guidelines for landscaping in planning scheme policy 5—Infrastructure sets out requirements in relation to these elements.</p>			