

Express Development Application code template for accepted to code assessment development applications

8.2.3 Bushfire hazard overlay code

8.2.3.1 Application

This code applies to assessing material change of use and reconfiguring a lot for development subject to the Bushfire hazard overlay and identified in **Part 5.10 Categories of development and assessment – Overlays**.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

This code template supports the preparation of accepted to code assessment development applications against either the required outcome(s), performance outcome(s) or overall outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Review the application and complete the tables within the code template as follows:

Step 1: Does the proposal comply with the relevant required outcome? If yes, note in column 3. No further assessment is required. If no, note in column 3 and proceed to step 2.

Step 2: Does the proposal comply with the relevant performance outcome? If yes, note in column 3 and discuss compliance with the performance outcome in the planning report. If no, note in column 3 and proceed to step 3.

Step 3: Discuss compliance with the relevant overall outcomes of the code in the planning report.

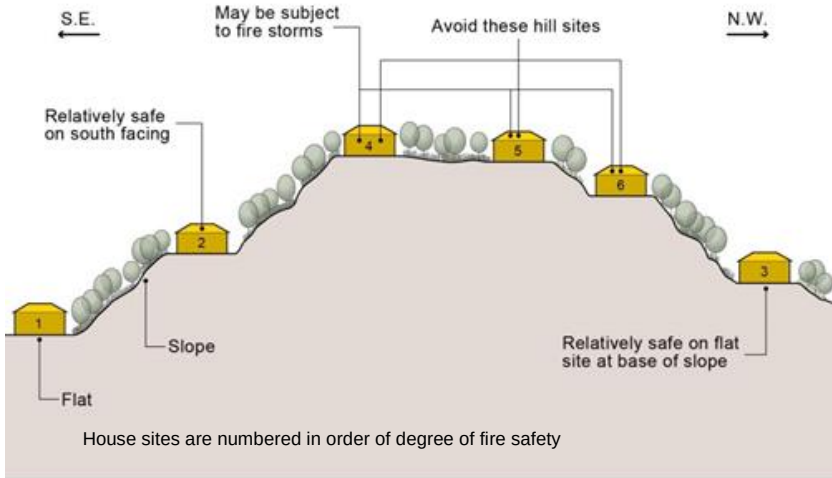
Please note: it is the applicant's responsibility to identify all non-compliant required outcomes for the development. Accepted to code development applications are assessed against certain assessment benchmarks, limited to the subject matter of the required outcomes with which they are in non-compliance.

Application details	
Address and Lot and Plan	Approved Lot 146 of COM/2019/82 being within 79-99 Courtney Drive, Upper Coomera (Lots 188-192 RP173728)
Proposal details	Sales Office in approved residential subdivision

8.2.3.3 Specific benchmarks for assessment

Table 8.2.3-1: Bushfire hazard overlay code – for accepted development subject to requirements

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
Bushfire hazard			
PO1 In a bushfire hazard area, the fire mitigation methods used at the site are adequate for the bushfire hazard of the individual site, having regard to: (a) vegetation type; (b) slope; (c) aspect; (d) bushfire history; (e) conservation values of the site; (f) ecological restoration, including forest succession; (g) ongoing maintenance; (h) climate change; and (i) on site and off-site¹ fire hazard implications. ¹Note: This includes potential hazard from land up to 10kms away from the site. For example, how might large tracts of forest away from the site impact on the bushland that surrounds the site.	RO1 A written assessment by a suitably qualified and experienced bushfire management consultant confirms that the site is not in a Bushfire Hazard Area for the purpose of accepted development. OR The development complies with an existing approved Bushfire management plan as referenced within the approved reconfiguration of a lot. OR Development is for a dwelling house that occurs on a lot smaller than 1,000m² and is serviced by reticulated water. Editor's note – Development will be required to comply with the <i>Building Code of Australia</i> and the standards of <i>AS 3959-2009 Construction of buildings in bushfire-prone areas</i>.	COMPLIES The development is in accordance with the approved bushfire management plan of the overarching subdivision.	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
 Figure 8.2.3-1 Bushfire hazard overlay – Preferred house site location in bushfire hazard areas. Image adapted from QDHLGP (1993) Bushfire Hazard Planning in Queensland.			

Advisory note

Accepted development identified in the assessment tables as subject to requirements must comply with all the nominated requirements in this and other applicable codes

Purpose and overall outcomes of the Bushfire hazard overlay code**Note: discuss compliance with the relevant overall outcomes of the code in the planning report****8.2.3.2 Purpose**

- (1) The Bushfire hazard overlay constrains areas of land identified as very high, high or medium bushfire hazard and potential impact buffers. It applies, at a minimum, to development that:
 - (a) increases the number of people living and working in the bushfire hazard area, except where the premises are occupied on a short term or intermittent basis; or
 - (b) involves uses where evacuating people may be difficult; or
 - (c) involves the manufacture or storage of hazardous materials in bulk.

Note: Land shown on the Bushfire hazard overlay map is designated as the bushfire hazard area (bushfire prone area) for the purposes of section 12 of the *Building Regulation 2006*. The *Building Act 1975* adopts the requirements of the Building Code of Australia and AS3959: *Construction of buildings in bushfire-prone areas* and thus regulates construction standards of all premises identified in bushfire prone areas subsequent to development approval.

- (2) The purpose of the Bushfire hazard overlay is to ensure that risk to life, property and the environment as a result of bushfire is mitigated to an acceptable or tolerable level.
- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land use and development is located, designed and managed to mitigate the risk to life and property, but does not occur at the expense of other identified environmental values
 - (b) Development is designed to have adequate bushfire radiation zones and road layouts which do not restrict the operational requirements of fire fighters and provides safe entry and exit for residents during bushfire events.
 - (c) Development is provided with water-supply facilities, fire-fighting vehicle fittings and appropriate access arrangements for fire fighters and ongoing fire management.
 - (d) Development supports the ecological role of fire in the landscape and ensures that hazard reduction and conservation burns can be conducted in the city's natural areas.
 - (e) Development in bushfire hazard areas is avoided where conservation and landscape protection constraints preclude necessary risk-reduction measures, including clearing and provision of adequate access. Bushfire hazard and risk mitigation treatments associated with new development does not have a significant negative impact on the biodiversity and health of the city's ecosystems.

Express Development Application code template for accepted to code assessment development applications

6.2.15 Emerging community zone code

6.2.15.1 Application

This code applies to assessing all development in the **Emerging community zone**.

Where development is identified in the Upper Coomera (Courtney Drive) precinct (refer to **Figure 6.2.15-3 Upper Coomera (Courtney Drive) precinct plan**), additional outcomes will apply to assessment.

Note: For assessable development within the Upper Coomera (Courtney Drive) precinct, assessment is only against the overall outcomes and purpose of the code.

Note: To the extent there is any inconsistency with the outcomes applying to the whole zone, the precinct outcomes will prevail.

Note: This code will apply where Schedule 6 of the Regulation is not met.

This code template supports the preparation of accepted to code assessment development applications against either the required outcome(s), performance outcome(s) or overall outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Review the application and complete the tables within the code template as follows:

Step 1: Does the proposal comply with the relevant required outcome? If yes, note in column 3. No further assessment is required. If no, note in column 3 and proceed to step 2.

Step 2: Does the proposal comply with the relevant performance outcome? If yes, note in column 3 and discuss compliance with the performance outcome in the planning report. If no, note in column 3 and proceed to step 3.

Step 3: Discuss compliance with the relevant overall outcomes of the code in the planning report.

Please note: it is the applicant's responsibility to identify all non-compliant required outcomes for the development. Accepted to code development applications are assessed against certain assessment benchmarks, limited to the subject matter of the required outcomes with which they are in non-compliance.

Application details	
Address and Lot and Plan	Approved Lot 146 of COM/2019/82 being within 79-99 Courtney Drive, Upper Coomera (Lots 188-192 RP173728)
Proposal details	Sales Office in approved residential subdivision

6.2.15.3 Specific benchmarks for assessment

Table 6.2.15-1: Emerging community zone code – for accepted development subject to requirements

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
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Setbacks

PO1 Setbacks: (a) assist in the protection of adjacent amenity; (b) provide a level of privacy expected in the locality: (c) allow for access around the building; (d) contribute to the desired streetscape character for the locality; and (e) allow for on-site car parking.	RO1 Setbacks are as follows:		N/A As per Section 6.2.15.1 <i>Application</i> development within the Courtney Drive Precinct is not required to be assessed against the PO/RO provisions.	
	Setback	Minimum distances measured in metres (m)		
	Front	10m		
	Side and rear	6m		
	OR			
	For a Dwelling house on a lot created through a residential subdivision approval, the setbacks are as follows, unless the earlier approval specifies otherwise:			
	Setback	Minimum distances measured in metres (m)		
	Front	6m		
	Side and rear	Height		Setback
		up to 4.5m		1.5m
between 4.5m – 7.5m		2m		
exceeding 7.5m		an extra 0.5m is added for every 3m in height or part thereof over 7.5m		

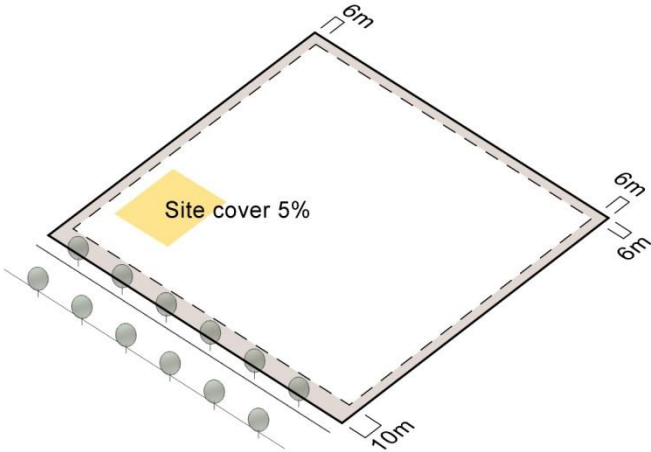
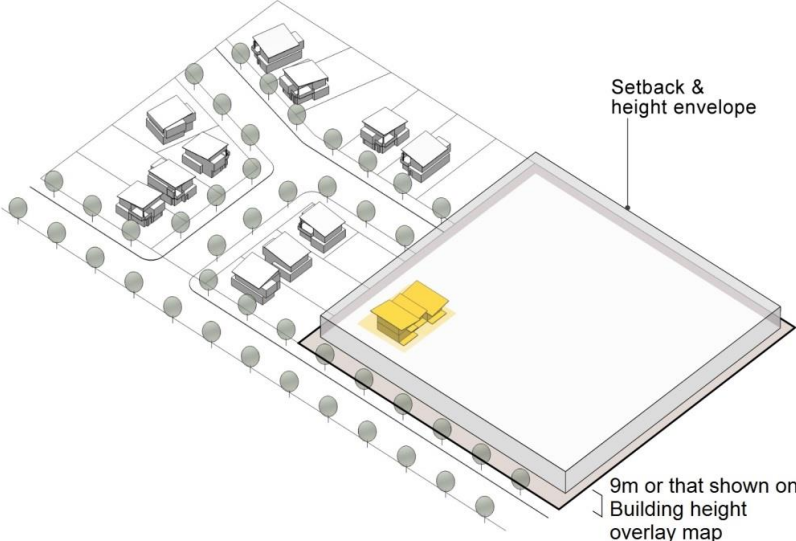
Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
			

Figure 6.2.15-1
Illustration showing Emerging community zone setbacks and site cover outcomes

Site cover

PO2 Site cover: (a) for interim activities: (i) limits the built form to protect the future urban development potential of the land; (ii) maintains the low intensity character; and (iii) provides areas for on-site sewerage facilities; or (b) for a Dwelling house created by a residential subdivision approval: (i) is balanced between built form and green areas for landscaped private open space; and (ii) contributes towards	RO2 Site cover does not exceed 5%. OR For a Dwelling house on a lot created through a residential subdivision approval, the site cover does not exceed 50%, unless the earlier approval specifies otherwise.	N/A As per Section 6.2.15.1 <i>Application</i> development within the Courtney Drive Precinct is not required to be assessed against the PO/RO provisions.	
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Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
neighbourhood character. Note: Interim activities comprise of low intensity activities such as Dwelling houses, Community residences, Home based businesses and Caretakers accommodation which do not compromise the future urban development potential of the land for new communities.			
Height			
PO3 Building height and structure height is low rise.	RO3 Building height does not exceed 2 storeys and a maximum of 9m or that shown on the Building height overlay map. AND Structures do not exceed a height of 9m or that shown on the Building height overlay map.	N/A As per Section 6.2.15.1 <i>Application</i> development within the Courtney Drive Precinct is not required to be assessed against the PO/RO provisions.	
			

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
Figure 6.2.15-2 Illustration showing Emerging community zone setback and height outcomes			
Density			
PO4 Density is very low and promotes the intended intensity of the zone until detailed studies inform alternative density capacities for new communities.	RO4 Density is one dwelling house per lot.	N/A As per Section 6.2.15.1 Application development within the Courtney Drive Precinct is not required to be assessed against the PO/RO provisions.	
Development with Conceptual Land Use Map 2 - Broadlakes			
	R05 Where on land in the Guragunbah area, identified on Conceptual Land Use Map 2 – Broadlakes , the material change of use is compliant with Schedule 6 of the Regulation.	N/A As per Section 6.2.15.1 Application development within the Courtney Drive Precinct is not required to be assessed against the PO/RO provisions.	
Advisory note Accepted development identified in the assessment tables as subject to requirements must comply with all the nominated requirements in this and other applicable codes.			

Purpose and overall outcomes of the Emerging community zone code

Note: discuss compliance with the relevant overall outcomes of the code in the planning report

6.2.15.2 Purpose

- (1) The purpose of the Emerging community zone code is to:
 - (a) identify land that is suitable for urban purposes and protect land that may be suitable for urban development in the future.
 - (b) manage the timely conversion of non-urban land to urban purposes.
 - (c) prevent or discourage development that is likely to compromise appropriate longer term land use.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land uses:
 - (i) comprise of new communities after detailed land use and infrastructure planning has been completed; and
 - (ii) comprise of low intensity interim activities such as Dwelling houses, Community residences, Home based businesses and Caretakers accommodation which do not compromise the future urban development potential of the land for new communities.
 - (b) Character consists of:
 - (i) large expanses of low intensity or undeveloped land that is not properly serviced by infrastructure; and
 - (ii) areas that have recently been developed for urban purposes and are awaiting appropriate rezoning.
 - (c) Built form:
 - (i) is low rise and maintains a very low density consistent with the low intensity character of the zone, until it has been transformed into a new community;
 - (ii) is setback to protect the amenity of adjacent uses and provide an appropriate level of privacy;
 - (iii) is setback from road frontages to complement the desired streetscape character and provide space for off street car parking; and
 - (iv) site cover:
 - (A) is very low to protect the future urban development potential of the land; or
 - (B) for a Dwelling house on a lot created by a residential subdivision approval, is moderate to provide adequate area for private open space and landscaping.
 - (d) Lot design:
 - (i) comprises large lots until detailed land use and infrastructure planning has been completed; and

- (ii) supports the staged development and release of land for new communities.
- (e) New communities:
 - (i) will be subject to detailed site based investigations, and guided by the development intent identified in the following conceptual land use maps:
 - (A) **Gilston;**
 - (B) **Broadlakes;**
 - (C) **Helensvale;**
 - (D) **Maudsland and Oxenford South;**
 - (E) **Ormeau and Ormeau Hills;**
 - (F) **Pimpama;**
 - (G) **Reedy Creek;**
 - (H) **Upper Coomera;**
 - (I) **Worongary;** and
 - (J) **Oxenford gateway.**
 - (ii) involve a staged transition of vacant urban land to new communities to ensure:
 - (A) essential infrastructure and services can be provided in a timely, cost effective and environmentally responsible manner;
 - (B) new communities have timely and easy access to an appropriate range of goods and services, and employment opportunities, public transport and community and recreational facilities;
 - (C) high risk natural hazard areas are not developed, or are sensitively developed; and
 - (D) matters of environmental significance and landscape character are protected.
 - (iii) contribute to the development of a safe, healthy and cohesive environment;
 - (iv) have an interconnected system of streets and open spaces that offer a pleasant and comfortable walking and cycling environment;
 - (v) are designed to encourage an effective and efficient public transport system;
 - (vi) have well designed streets and a lot configuration to support energy efficient outcomes; and
 - (vii) achieve a high standard of urban design and safety to encourage liveable communities and promote the city image.
- (3) The Purpose of the Upper Coomera (Courtney Drive) precinct (refer to **Figure 6.2.15-3 Upper Coomera (Courtney Drive) precinct plan**) will be achieved through the following additional overall outcomes:

(a) New communities:

- (i) Development is informed by a comprehensive plan of development in accordance with **SC6.6 City Plan policy - Comprehensive plan of development.**
- (ii) Urban development utilises land and infrastructure efficiently and responds to site constraints and opportunities to deliver a mix of Dwelling house (including small lot housing) and Dual occupancy development achieving a residential density of:
 - (A) 19 to 23 dwellings per net hectare, where located in **sub-precinct Courtney North-east**;
 - (B) 13 to 17 dwellings per net hectare, where located in **sub-precinct Courtney South-east**; and
 - (C) 11 to 14 dwellings per net hectare, where located in **sub-precinct Courtney West**.

Note: Land located above RL60m AHD is excluded from developable area unless acceptable provision for water servicing can be agreed to with the City of Gold Coast.

Note: Extent of development within Courtney West sub-precinct may be constrained by bushfire hazard unless an acceptable precinct wide mitigation approach is provided. Development in all sub-precincts is subject to a bushfire risk management plan.

- (iii) Retirement facility development:
 - (A) only occurs in **sub-precinct Courtney North-east**;
 - (B) is located on flat land (1:15 slope or flatter); and
 - (C) is integrated within the wider new community, including establishing a connected and legible street network maximising opportunities for casual surveillance.
- (iv) Multiple dwelling development in **sub-precinct Courtney North-east**:
 - (A) is located on flat land (1:15 slope or flatter);
 - (B) is located within 400m walking distance to a local recreation park delivered through a development approval;
 - (C) achieves a maximum residential density of RD2 (up to 33 dwellings per net hectare); and
 - (D) positively contributes to a safe and accessible streetscape and fronts public streets and open space area to maximise opportunities for casual surveillance.
- (v) Multiple dwelling development in **sub-precinct Courtney West** and **sub-precinct Courtney South-east**:
 - (A) is designed to have the appearance of individual dwellings positioned in a generous landscaped setting;
 - (B) achieves a residential density consistent with that envisaged for the sub-precinct; and
 - (C) positively contributes to a safe and accessible streetscape and fronts public streets and open space areas to maximise opportunities for casual surveillance.

- (vi) Built form:
 - (A) is setback from property boundaries to protect the privacy and amenity of adjoining residences;
 - (B) is setback from road frontages to complement the streetscape character and provide space for off street parking; and
 - (C) has an appropriate site cover to provide adequate area for private open space and landscaping.
- (vii) Where located within sub-precinct Courtney North-east:
 - (A) to meet the recreational needs of the new community, essential infrastructure in the form of a one hectare local recreation park is located in a central location, on flat land and is co-located with other open space;

Note: Residential development within sub-precinct Courtney North-east must include planning for a one hectare local recreation park within the sub-precinct as part of a comprehensive plan of development (in accordance with [SC6.6 City Plan policy – Comprehensive plans of development](#)).

The planned location for the local recreation park is on 41 Courtney Drive and 288 Reserve Road (Lots 185 RP173727 and 56 RP162858).

 - (B) a new local access road that connects to Baileys Mountain Road is provided in the southern part of **sub-precinct Courtney North-east** to provide a high level of road connectivity to the sub-precinct; and
 - (C) development provides a single vehicle crossing of the green space network (natural green space corridor) to facilitate a high level of road connectivity for the new community.
- (viii) Where on slope affected land (1:10 slope or steeper), development mitigates visual amenity impacts through utilising slope sensitive house design.

Editor's note – where earthworks are proposed, amalgamation of properties may be necessary to achieve an acceptable earthworks and landscape strategy.

Refer to the City's endorsed guideline for 'Building on sloping sites' available on Council's website.

 - (ix) Where earthworks and retaining walls are proposed, development does not create negative visual impacts.
 - (x) Development maximises road frontage to the local recreation park and watercourses in public open space.
 - (xi) Yaun Creek is rehabilitated to achieve a minimum 60m wide natural green space corridor (public open space) providing an ecological connection, improved water quality outcomes and amenity for the new community (refer to [Figure 6.2.15-3 – Upper Coomera \(Courtney Drive\) precinct plan](#)). This includes removal of existing dams and exclusion of stormwater detention areas from the corridor.
 - (xii) The second higher order watercourse (natural green space corridor as shown on [Figure 6.2.15-3 – Upper Coomera \(Courtney Drive\) precinct plan](#)) is rehabilitated with appropriate buffers to provide an ecological connection, improved water quality outcomes and amenity for the new community and is protected through private covenant or public open space dedication.

Editor's note – Buffers to these watercourses will be determined through assessment against the Environmental significance overlay code.

- (xiii) Where located within **sub-precinct Courtney South-east** and **sub-precinct Courtney West** (refer to green space network on [Figure 6.2.15-3 – Upper Coomera \(Courtney Drive\) precinct plan](#)) development restores and enhances watercourses, their buffers and other matters of environmental significance on the southern boundary through dedication as public open space.
- (xiv) Courtney Drive is upgraded to a Minor Residential Collector Road with extension through to Reserve Road, refer to [Figure 6.2.15-3 – Upper Coomera \(Courtney Drive\) precinct plan](#) for indicative location of road extension.
- (xv) Earthworks associated with the Courtney Drive extension results in acceptable visual amenity through use of vegetated batters.
- (xvi) Courtney Drive and Jenkins Courts intersections onto Baileys Mountain Road are realigned to further separate intersections and improve safe access (refer to [Figure 6.2.15-3 – Upper Coomera \(Courtney Drive\) precinct plan](#)).
- (xvii) New road crossings over Yaun Creek are avoided.
- (xviii) Instream structures within Yaun Creek are avoided except where necessary for a single pedestrian crossing over Yaun Creek to provide access to the local recreation park.
- (xix) Where road crossings over the Green space network are required, fauna movement infrastructure is provided.

Note: Refer to Emerging community zone [Figure 6.2.15-3 – Upper Coomera \(Courtney Drive\) precinct plan](#) when interpreting overall outcomes for the Upper Coomera (Courtney Drive) precinct.

Express Development Application code template for accepted to code assessment development applications

8.2.6 Environmental significance overlay code

8.2.6.1 Application

This code applies to assessing all material change of use, reconfiguration of a lot and operational works (vegetation clearing, changes to ground level, infrastructure) for development on land identified in **Part 5.10 Categories of development and assessment** and containing the following mapped areas:

Overlay map	Mapped area
Environmental significance – Biodiversity areas	Matters of State environmental significance - Protected Areas Matters of Local environmental significance - Hinterland core habitat system; - Coastal wetlands and islands core habitat system; - Substantial remnants; and - Hinterland to coast critical corridors.
Environmental significance – Priority species	Matters of State environmental significance - Koala habitat areas; and - State significant species. Matters of Local environmental significance - Local significant species.
Environmental significance – Vegetation management	Matters of State environmental significance - Regulated Vegetation. Matters of Local environmental significance - High priority vegetation; - Medium priority vegetation; and - General priority vegetation.
Environmental significance – wetlands and waterways	Matters of State environmental significance State significant aquatic systems; and

Overlay map	Mapped area
	- State significant wetlands. Matters of Local environmental significance - Major waterway; - Waterway; and Local significant wetlands.

And for all land containing, sharing a property boundary with or within a defined buffer distance of, the following mapped areas:

Overlay map	Mapped area
Environmental significance – Wetlands and waterway	Matters of State Environmental Significance - State significant aquatic systems; and - State significant wetlands. Matters of Local Environmental Significance - Major waterway; - Waterway; and - Local significant wetlands.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

Note: Buffers are taken as the maximum distance applicable for the site and are not cumulative.

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Review the application and complete the tables within the code template as follows:

Step 1: Does the proposal comply with the relevant required outcome? If yes, note in column 3. No further assessment is required. If no, note in column 3 and proceed to step 2.

Step 2: Does the proposal comply with the relevant performance outcome? If yes, note in column 3 and discuss compliance with the performance outcome in the planning report. If no, note in column 3 and proceed to step 3.

Step 3: Discuss compliance with the relevant overall outcomes of the code in the planning report.

Please note: it is the applicant's responsibility to identify all non-compliant required outcomes for the development. Accepted to code development applications are assessed against certain assessment benchmarks, limited to the subject matter of the required outcomes with which they are in non-compliance.

Application details	
Address and Lot and Plan	Approved Lot 146 of COM/2019/82 being within 79-99 Courtney Drive, Upper Coomera (Lots 188-192 RP173728)
Proposal details	Sales Office in approved residential subdivision

8.2.6.3 Specific benchmarks for assessment

Table 8.2.6-1: Environmental significance overlay code – for accepted development subject to requirements

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
Biodiversity areas			
PO2 Development does not impact on Protected Areas as identified on the Environmental significance–biodiversity areas overlay map .	RO1 Development does not result in the removal of high, medium, general or regulated vegetation within areas identified on the Environmental significance – biodiversity areas overlay map .	COMPLIES No vegetation is located within the site and all ecological matters have been considered and addressed as part of the underlying subdivision	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
PO3 Development within the Hinterland to Coast Critical Corridors as identified on the Environmental significance –biodiversity areas overlay map is located and designed to: (a) provide corridors of sufficient dimensions and characteristics that will enable adequate movement of fauna through the site; (b) protect in situ matters of environmental significance and associated buffers; (c) protect in situ, vegetation identified on the Environmental significance – vegetation management overlay map and habitat for native flora and fauna; (d) link matters of environmental significance, existing corridors and/or conservation estate/reserves on adjacent properties; (e) maintain and improve upon the regional connectivity of the Hinterland to Coast Critical Corridors; and (f) allow for the rehabilitation of disturbed, cleared or modified areas that form part of the Hinterland to Coast Critical Corridors. Note : Recommendations provided in an ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) are Council's preferred method for determining corridor dimensions.	Note: Non compliance with RO1 requires assessment against PO2 - PO4.	approval.	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
PO4 Development within Hinterland Core Habitat Systems, Coastal Wetlands and Islands Core Habitat Systems and Substantial Remnant Areas as identified on the Environmental significance – biodiversity areas overlay map is located and designed to: (a) protect in situ matters of environmental significance and associated buffers; (b) protect in situ vegetation identified on the Environmental significance – vegetation management overlay map and habitat for native flora and fauna; and (c) allow for the rehabilitation of disturbed, cleared or modified areas.			
Wetland and waterways			
PO5 Buffers are provided to wetlands and waterways identified on the Environmental significance – wetlands and waterways overlay map to ensure the: (a) protection of matters of environmental significance mapped onsite or identified through an ecological site assessment; (b) unimpeded movement of fauna along the waterway; (c) water quality is maintained; (d) bank stability; and (e) protection of property and infrastructure. Note: The buffer width for wetlands is measured from the outer, landward boundary of the mapped wetland, as shown on Environmental significance – wetland and waterways overlay map.	RO2 Development does not occur within the following areas: (a) 100m from the mapped boundary of a State significant aquatic area, as identified on Environmental significance – wetlands and waterways overlay map; (b) 100m from the outer landward boundary of a State significant wetland, as identified on Environmental significance – wetlands and waterways overlay map; (c) 100m from the outer landward boundary of a Local significant wetland, as identified on Environmental significance – wetlands and waterways overlay map; (d) 60m from the outer bank of a major waterway identified on Environmental significance – wetlands and waterways overlay map; or	ALTERNATE OUTCOME The proposal and all ecological matters have been considered and addressed as part of the underlying subdivision approval. That said there is a technical locational non-compliance in that the sales office will be within the 30m setback to a minor waterway. Please refer to the accompanying Report	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
Note: Recommendations provided in an ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) is Council's preferred method for determining alternative buffer widths. Note: Artificial waterways are to be addressed through the Coastal erosion hazard overlay code and map. Where a waterbody contains both natural and artificial banks, the natural banks are to be assessed in accordance with this performance outcome.	(e) 30m from the outer bank of a waterway identified on Environmental significance – wetlands and waterways overlay map. Note: Non-compliance with RO2 requires assessment against PO5.		
Vegetation management			
PO6 Regulated vegetation is protected in situ when it is: (a) identified on the Environmental significance – vegetation management overlay map; and (b) within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	RO3 Development does not result in the removal of high, medium, general or regulated vegetation within areas mapped on the Environmental significance – vegetation management overlay map. Note: Non-compliance with RO3 requires assessment against PO6 – PO12	COMPLIES No vegetation is located within the site and all ecological matters have been considered and addressed as part of the underlying subdivision approval. The proposal will be a sales office within a cleared and created residential lot, as such no vegetation removal is proposed.	
PO7 Development is designed to maintain regulated vegetation and minimise disturbance when it is: (a) identified on the Environmental significance – vegetation management overlay map; and (b) outside of biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.			
PO8 High priority vegetation as identified on the Environmental significance – vegetation			

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
management overlay map is protected in situ.			
PO9 Medium and general priority vegetation as identified on the Environmental significance – vegetation management overlay map within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map is protected in situ.			
PO10 Vegetation is protected when it is: (a) identified as medium priority vegetation on the Environmental significance – vegetation management overlay map; and (b) located outside the biodiversity areas identified on the Environmental significance – biodiversity areas overlay map.			
PO11 Disturbance to vegetation is minimised when it is: (a) identified as General priority vegetation on the Environmental significance – vegetation management overlay map; and (b) located outside the Environmental significance – biodiversity areas overlay map.			
PO12 Buffers are provided that protect the long term viability of high priority and regulated vegetation located on or adjacent to the site.			

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
Priority species			
PO13 Assessable koala feed and shelter trees are protected in situ when they are located: (a) in koala habitat areas as identified on the Environmental significance – priority species overlay map; and (b) within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	RO4 Development does not result in the removal of habitat for priority species within areas mapped on the Environmental significance – priority species overlay map. Note: Non-compliance with RO4 requires assessment against PO13 – PO20.	COMPLIES No vegetation is located within the site and all ecological matters have been considered and addressed as part of the underlying subdivision approval.	
PO14 Assessable koala feed and shelter trees are protected when they are: (a) in koala habitat areas as identified on the Environmental significance – priority species overlay map; and (b) outside biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.			
PO15 Site design provides safe koala movement opportunities by incorporating measures to maintain connectivity between areas of koala habitat on and adjacent to the site. Note : <i>DEHP's Koala-Sensitive Design Guideline</i> should be consulted for suitable measures to provide for safe koala movement.			
PO16 During the clearing and construction phases, measures are incorporated to protect koalas from death or injury.			

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
PO17 State significant species, and their habitat, are protected in situ when it is: (a) identified on the Environmental significance – priority species overlay map, or through an ecological site assessment; and (b) within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.			
PO18 Development protects state significant species, and their habitat or is designed to minimise and mitigate impacts on habitat values when it is: (a) identified on the Environmental significance – priority species overlay map; and (b) outside of biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.			
PO19 Local significant species, and their habitat, are protected in situ when it is: (a) identified on the Environmental significance – priority species overlay map, or through an ecological site assessment; and (b) within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.			

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
PO20 Development protects local significant species, and their habitat or is designed to minimise and mitigate impacts on habitat values when it is: (a) identified on the Environmental significance – priority species overlay map; and (b) outside of biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.			

Advisory note

Accepted development identified in the assessment tables as subject to requirements must comply with all the nominated requirements in this and other applicable codes.

Purpose and overall outcomes of the Environmental significance overlay code

Note: discuss compliance with the relevant overall outcomes of the code in the planning report

8.2.6.2 Purpose

- (1) The purpose of the Environmental significance overlay code is to identify and protect matters of environmental significance and ensure that development is consistent with, and contributes to, the achievement of the objectives of the Our Natural City Strategy.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Matters of environmental significance are identified, protected in situ and enhanced to maintain flora and fauna diversity within:
 - (i) Hinterland core habitat systems;
 - (ii) Coastal wetlands and islands core habitat systems;
 - (iii) Substantial remnants; and
 - (iv) Hinterland to coast critical corridors.
 - (b) Degraded matters of environmental significance are protected and rehabilitated.
 - (c) High priority vegetation is protected in situ.
 - (d) Outside of Biodiversity Areas:
 - (i) Disturbance to regulated and general priority vegetation is minimised;
 - (ii) Impacts on medium priority vegetation are managed, in order of priority, by:
 - (A) avoiding significant adverse impacts;
 - (B) mitigating significant adverse impacts where these cannot be avoided; and
 - (C) offsetting any significant residual impacts.
 - (iii) State and local significant species and their habitat are identified and protected.
 - (iv) The quality or connectivity of habitat for State and local significant species (including the koala) is improved.
 - (e) Wetlands, waterways and their associated buffers (as prescribed in RO2) are protected and enhanced.
 - (f) Buffers are provided between matters of environmental significance and any proposed development, to manage impacts.
 - (g) Appropriate tenure and management arrangements are provided to protect matters of environmental significance and their associated buffers.
 - (h) Where offsets are required, these are consistent with the Environmental Offsets Act 2014.

- (i) Management strategies and appropriate clearing practices are implemented to ensure any fauna impacted by development activities are managed and protected during works.

Editor's Note – in addition to the requirements of this planning scheme, obligations for the protection of matters of environmental significance are established by the Commonwealth and Queensland Government. Additional approvals or referrals may be required.

Express Development Application code template for accepted to code assessment development applications

9.4.4 General development provisions code

9.4.4.1 Application

The code applies to assessing material change of use, building work, reconfiguring a lot or operational work where indicated within **Part 5 Tables of assessment**.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

This code template supports the preparation of accepted to code assessment development applications against either the required outcome(s), performance outcome(s) or overall outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Review the application and complete the tables within the code template as follows:

Step 1: Does the proposal comply with the relevant required outcome? If yes, note in column 3. No further assessment is required. If no, note in column 3 and proceed to step 2.

Step 2: Does the proposal comply with the relevant performance outcome? If yes, note in column 3 and discuss compliance with the performance outcome in the planning report. If no, note in column 3 and proceed to step 3.

Step 3: Discuss compliance with the relevant overall outcomes of the code in the planning report.

Please note: it is the applicant's responsibility to identify all non-compliant required outcomes for the development. Accepted to code development applications are assessed against certain assessment benchmarks, limited to the subject matter of the required outcomes with which they are in non-compliance.

Application details	
Address and Lot and Plan	Approved Lot 146 of COM/2019/82 being within 79-99 Courtney Drive, Upper Coomera (Lots 188-192 RP173728)
Proposal details	Sales Office in approved residential subdivision

9.4.4.3 Specific benchmarks for assessment**Table 9.4.4-1: General development provisions code – for accepted development subject to requirements**

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
Development along the Pacific Motorway and heavy railway line			
PO3 Development adjacent to the Pacific Motorway and heavy railway line minimises views of the storage of outdoor plant and equipment, including service areas to provide an attractive outlook for persons using the transport network.	RO1 Where the site is adjacent to the Pacific Motorway or a heavy rail line, areas used for outdoor storage, including service areas are screened from view from users of the motorway or heavy rail line by buildings, solid fencing or vegetation.	N/A	
Building services			
PO5 All mechanical equipment is located and housed so as not to cause disturbance to residents within or adjoining the development.	RO2 For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences: The mechanical equipment, including air-conditioning plant and swimming pool pumps, is incorporated within the building. OR The mechanical equipment, including air-conditioning plant and swimming pool pumps, is housed external to the principal building and: (a) is contained within a solid structure; and (b) located no closer than 1.5m to any site boundary.	COMPLIES BY CONDITION	
Lighting			
PO7 Lighting associated with any development does not cause a nuisance.	RO3 Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site.	COMPLIES BY CONDITION	

Earthworks and treatment of retaining walls

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
PO9 Earthworks and retaining walls associated with the development do not create a negative visual impact upon neighbouring properties or the streetscape.	RO4 Retaining walls and batters comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards.	COMPLIES Earthworks and retaining are being undertaken in accordance with the underlying subdivision approval.	
Stormwater drainage			
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	RO5 Development does not cause erosion or allow sediments to leave the site.	COMPLIES	
	RO6 Development does not result in an increase in the discharge quantity or a decrease in quality of stormwater.	COMPLIES	
Infrastructure			
PO11 All development ensures connection to public utilities to meet the needs of the development, including sewer, water, electricity and communications services.	RO7 All development is provided with services, as follows: (a) electricity supply and communication services (b) reticulated water supply, when within the mapped 'water supply service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space or Rural zones (c) reticulated sewer network, when within the mapped 'wastewater service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space, Rural or Rural residential zones.	COMPLIES All essential services are being instated as part of the underlying subdivision and lot creation.	
	RO8 Development is undertaken in accordance with <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure.</i>	COMPLIES	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
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Advisory note

Accepted development identified in the assessment tables as subject to requirements must comply with all the nominated requirements in this and other applicable codes.

Purpose and overall outcomes of the General development provisions code

Note: discuss compliance with the relevant overall outcomes of the code in the planning report

9.4.4.2 Purpose

- (1) The purpose of the General development provisions code is to provide a consistent approach to city wide issues and avoid duplication of regulation throughout the City Plan.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development is designed to maintain the expected level of amenity for the area.
 - (b) Development promotes a safe environment and reduces the potential for crime.
 - (c) Development is designed to respect the natural values of the land, including vegetation, natural topography and development on steep slopes to minimise impacts on the landscape character of the city's rural, urban and hinterland areas.
 - (d) Development does not result in unsightly retaining walls.
 - (e) Building services and storage areas are designed and located to avoid nuisance to adjoining premises and avoid an unattractive appearance when viewed from the street.
 - (f) Development does not cause adverse stormwater drainage impacts on or off the site.
 - (g) Development is connected to essential services and public utilities in accordance with infrastructure provider requirements.
 - (h) Development is designed and located to ensure it does not adversely impact on Council infrastructure.

Express Development Application code template for accepted to code assessment development applications

9.4.5 Healthy waters code

9.4.5.1 Application

This code does not apply in the following instances:

- (1) where the development involves internal works or minor building works to a lawfully established building; or
- (2) a sales office.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

This code template supports the preparation of accepted to code assessment development applications against either the required outcome(s), performance outcome(s) or overall outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Review the application and complete the tables within the code template as follows:

Step 1: Does the proposal comply with the relevant required outcome? If yes, note in column 3. No further assessment is required. If no, note in column 3 and proceed to step 2.

Step 2: Does the proposal comply with the relevant performance outcome? If yes, note in column 3 and discuss compliance with the performance outcome in the planning report. If no, note in column 3 and proceed to step 3.

Step 3: Discuss compliance with the relevant overall outcomes of the code in the planning report.

Please note: it is the applicant's responsibility to identify all non-compliant required outcomes for the development. Accepted to code development applications are assessed against certain assessment benchmarks, limited to the subject matter of the required outcomes with which they are in non-compliance.

Application details	
Address and Lot and Plan	Approved Lot 146 of COM/2019/82 being within 79-99 Courtney Drive, Upper Coomera (Lots 188-192 RP173728)
Proposal details	Sales Office in approved residential subdivision

This code applies to assessing material change of use, reconfiguring a lot for or operational work for development where indicated within unless either of the following circumstances apply:

- (1) **Part 5 Tables of assessment** ; and
- (2) Table 9.4.5.1-1: Development triggers for applying the Healthy waters code.

Table 9.4.5.1-1: Development triggers for applying the Healthy waters code

Topic	Assessment triggers	Applicable assessment benchmarks
Erosion and sediment control	All development.	For accepted development subject to requirements: RO1, RO2
		For assessable development: PO1, PO2
Stormwater quality and waterway stability	For residential land uses involving one or more of the following: (a) 3 or more dwellings; (b) a land area greater than 1,200m ² ; or (c) a newly constructed road (previously unformed road) exceeding 30m in total length; or (d) 200m ² or more of uncovered new or refurbished car park area including parking bays and circulation driveways; or (e) the creation of high polluting outdoor activities (including Bulk landscape supplies, Garden centres, Tourist parks, Transport depots, Warehouses and Wholesale nurseries).	For accepted development subject to requirements: RO3, RO5
		For assessable development: PO3, PO4, PO8 – PO13
	For non-residential land uses involving one or more of the following: (a) a land area greater than 1,200m ² ; or (b) a newly constructed road (previously unformed road) exceeding 30m in total length; or (c) 200m ² or more of uncovered new or refurbished car park area including parking bays and circulation driveways; or (d) the creation of high polluting outdoor activities (including Bulk landscape supplies, Garden centres, Tourist parks, Transport depots, Warehouses and Wholesale nurseries).	For accepted development subject to requirements: RO4, RO5
		For assessable development: PO3, PO4, PO8 – PO14
Stormwater quantity	For residential activities, development associated with the creation of 3 or more dwellings, resulting in either: (a) an increase in the total impervious area; or (b) an alteration of upstream conveyance or change to existing discharge location or condition.	For accepted development subject to requirements: RO3, RO6, RO7
		For assessable development: PO5 – PO14
	For all other land uses, development that results in either:	For accepted development subject to requirements:

Topic	Assessment triggers	Applicable assessment benchmarks
	(a) an increase in the total impervious area; or (b) an alteration of upstream conveyance or change to existing discharge location or condition.	RO4, RO6, RO7 For assessable development: PO5 – PO14
Woongoolba flood mitigation catchment area	Development that is code or impact assessable, on land within the 'Woongoolba flood mitigation catchment area' on the Water catchments and dual supply system area overlay map .	For assessable development: PO15

9.4.5.3 Specific benchmarks for assessment

Table 9.4.5-1: Healthy waters code – for accepted development subject to requirements

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 above.	Internal use
Erosion and sediment control			
PO1 Stormwater discharge from a development site achieves the construction phase water quality objectives of SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards .	RO1 Development does not involve works that will: (a) result in the exposure of a ground surface area greater than 1,200m ² ; or (b) require the importation or excavation of 50m ³ or greater of soil.	COMPLIES Proposal relates to a small scale sales office only and wider erosion and sediment control is being managed through the underlying subdivision approval.	
PO2 Erosion, sediment and dust is appropriately managed during the construction phase.	RO2 Erosion and sediment control is undertaken in accordance with the <i>Model Code of Practice – Building Sites: Best practice Erosion and Sediment Control</i> ; <i>International Erosion Control Association (IECA)</i> and sediment fences are installed around the perimeter of all exposed surface areas and soil stockpiles.	COMPLIES Proposal relates to a small scale sales office only and wider erosion and sediment control is being managed through the underlying subdivision approval.	
Stormwater quality and quantity - general			
PO3 Development appropriately manages stormwater quality to: (a) protect natural ecosystems;	RO3 For development in the Rural residential zone that does not require the construction of public roads and results in less than 15% impervious areas:	COMPLIES Proposal relates to a small scale sales office only and wider stormwater quality and quantity is	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 above.	Internal use
(b) protect water quality; (c) reduce runoff and peak flows; and (d) meet the water quality objectives and environmental values for Queensland waters. Note: Water quality objectives and environmental values for Queensland waters are contained within <i>Schedule 1 of the Environmental Protection (Water) Policy 2009</i>. Water quality objectives are locally specific and vary between and within river catchments. Note: A stormwater quality management plan prepared by a suitably qualified person in accordance with sc6.12 city plan policy – land development guidelines, section 4 – stormwater drainage and water sensitive urban design standards, is council's preferred method for addressing this performance outcome.	(a) rainwater tank/s overflows are connected to a below ground infiltration trench with the following design requirements (subject to any geotechnical constraints/limitations): (i) 1m deep with a minimum surface area of 10m²; (ii) setback 1.5m from the lowest boundary; (iii) located at least 3m from any building; and (iv) allows any overflow to sheet flow evenly and not cause any concentrated flow in one particular area. (b) where no rainwater tanks exist, newly created impervious surfaces direct water flow to landscaped or grassed filtered areas. Note: Certification of infiltration trench suitability is provided by a suitably qualified geotechnical engineer	being managed through the underlying subdivision approval.	
PO4 In-stream erosion, downstream of urban development is prevented by controlling the rate (or magnitude) and duration of sediment transporting flows. PO5 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site. PO6 Development ensures the stormwater systems are designed to not cause actionable nuisance that would adversely affect adjoining (upstream or downstream) properties.	RO4 For industrial activities in the Medium and High impact industry zones (where not in a precinct) and where an established stormwater network is not in place, stormwater is only discharged to a lawful point of discharge upon achieving the following minimum pollutant reduction targets for post-developed site: (a) Gross pollutants (>5mm) – 90%; (b) Total Suspended Solids (TSS) – 80%; (c) Total Phosphorous (TP) – 60%; and (d) Total Nitrogen (TN) – 45%.	N/A	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 above.	Internal use
PO8 Stormwater infrastructure is designed and constructed to: (a) remain fit for purpose for the life of the development and maintains full functionality in the design flood event; (b) be cost effective to maintain; and (c) ensure no structural damage to existing stormwater infrastructure.			
Wastewater management			
PO13 Development does not discharge wastewater to receiving waters or areas external to the site unless demonstrated to be the best-practice environmental management for that site and takes into consideration: (a) The applicable water quality objectives for the receiving waters; and (b) The potential adverse impact on ecosystem health of receiving waters.	RO5 Development does not involve any discharge of wastewater that could be conveyed into receiving waters or areas external to the site.	COMPLIES	
Lawful point of discharge			
PO6 Development ensures the stormwater systems are designed to not cause actionable nuisance that would adversely affect adjoining (upstream or downstream) properties.	RO6 Stormwater flows to a lawful point of discharge in accordance with SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	COMPLIES	
Overland flow paths			
PO7 Development must not obstruct free open surface flow of stormwater through a site.	RO7 Development is not located within an overland flow path or watercourse and does not obstruct or cause blockage of an external flow.	COMPLIES	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 above.	Internal use
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Advisory note

Accepted development identified in the assessment tables as subject to requirements must comply with all the nominated requirements in this and other applicable codes.

Purpose and overall outcomes of the Healthy waters code**Note: discuss compliance with the relevant overall outcomes of the code in the planning report****9.4.5.2 Purpose**

- (1) The purpose of the Healthy waters code is to:
 - (a) protect the quality of the city's waters and watercourses by managing the impacts of development on quality and quantity of surface and ground water runoff; and
 - (b) ensure that development does not cause adverse impact on people and/or property.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Total water cycle management and water sensitive urban design (WSUD) principles are:
 - (i) implemented to contribute to biodiversity areas and green space values within the city and promote co-location of assets; and
 - (ii) integrated into the landscape so as to maintain watercourse health, biodiversity and ecosystems.
 - (b) Development avoids or minimises disturbance to existing landforms, surface drainage, watercourses and groundwater.
 - (c) Impacts to public health and safety hazards are minimised.
 - (d) Adverse impacts to people and/or property are prevented and stormwater is safely managed within urban areas.
 - (e) Development protects existing overland flow paths and watercourses of environmental value.
 - (f) Development limits the quantity of key pollutants discharged in stormwater to protect the quality of receiving waters.
 - (g) Development avoids adverse impacts to downstream properties or environmental value from stormwater peak discharge.
 - (h) Development avoids or minimises adverse impacts on the environmental values of receiving waters from the release and mobilisation of nutrients and sediments.
 - (i) The drainage capacity of the Woongoolba Flood Mitigation Scheme Area for rainfall events up to 1 in 10 year 72 hours is maintained (contained within the Scheme drains within a 4 day period) and this capacity is not to be eroded due to cumulative impact of development.

Table 9.4.5-3: Erosion hazard assessment

Controlling factor	Points	Score
Average slope of the whole site prior to operational works		
Slope less than 2%	0	
More than or equal to 2% but less than 5%	1	
More than or equal to 5% but less than 10%	2	
More than or equal to 10% but less than 15%	4	
More than or equal to 15%	5	High risk
Soil type (to be disturbed)		
Gravels and sandy soils	1	
Sandy loam	2	
Clays on flood plains	3	
Shallow soils on slopes	4	
Clays on slopes greater than 5%/imported fill or untested fill	5	High risk
Anticipated duration of site disturbance		
Duration less than 2 weeks	0	
More than 2 weeks but less than 3 months	2	
More than 3 months but less than 6 months	4	
More than 6 months	5	High risk
Anticipated erosive rainfall risk during site disturbance		
Low (monthly average rainfall less than 45 mm)	0	
Moderate (monthly average rainfall 46 - 100 mm)	1	
High (monthly average rainfall 101 - 225 mm)	2	
Very high (monthly average rainfall 226 - 1500 mm)	4	
Extreme (monthly average rainfall more than 1500 mm)	5	High risk
Off-site sediment control (down-slope of the soil disturbance)		
Score 1 point if there is no purpose-built sediment trap (e.g. sediment basin, gross pollutant trap or purpose-built wetland).	1	
Run-off entering the site		
Score 1 point if stormwater run-off is not diverted from entering the site or away from soil disturbance.	1	
Extent of site disturbance		
Score 2 points if the building works requires reshaping of the ground surface.	2	
Total Score		
Note: High erosion risk - if score 11 or greater, or five for any factor.		

This Erosion Hazard Assessment form is adapted from the *Best Practice Erosion and Sediment Control, International Erosion Control Association (Australasia), IECA 2008 Appendix H - Building Sites, the Brisbane City Council Erosion Hazard Assessment Form and Attachment 2 to the QDC Draft Part 16 Erosion and Sediment Control.*

Table 9.4.5-5: Stormwater design objectives

Construction phase stormwater design objectives	Notes
Drainage control	
Design life and design storm of temporary drainage works: (1) Disturbed area open for less than 12 months - 1 in 2 ARI. (2) Disturbed area open for 12-24 months - 1 in 5 ARI. (3) Disturbed area open for more than 24 months - 1 in 10 ARI.	• ARI = Average Recurrence Interval (see Engineers Australia document Australian Rainfall and Runoff). • Design capacity excludes minimum 150mm freeboard. • A higher drainage design objective may be required for temporary drainage structures upslope of occupied properties. • A revised drainage design storm may be required if these design objectives are found to be impracticable.
Erosion control	
(1) Stage clearing and construction works to minimise the area of exposed soil at any one time. (2) Effectively cover or stabilise exposed soils prior to predicted rainfall. (3) Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised using methods which will achieve effective short-term stabilisation. (4) Avoid or minimise large construction activities in the 'wet season'. (5) Divert water run-off from undisturbed areas around disturbed areas. (6) Use erosion risk ratings to determine appropriate erosion control measures.	• 'Wet season' means the high rainfall months, e.g. the four highest rainfall months. • For point 6, determine the erosion risk rating using local rainfall erosivity, rainfall depth, or soil loss rate or other acceptable method. A rating scale such as very low, low, moderate, high, extreme should be applied. Such ratings should reflect the local area. Example ratings may be shown in local council <u>guidelines</u> or detailed in best-practice guidelines.
Sediment control	
(1) Use soil loss rates to determine appropriate sediment control measures. (2) Direct runoff from exposed site soils to sediment controls that are appropriate to the extent of disturbance and level of erosion risk. (3) All exposed areas greater than 2500 metres must be provided with sediment controls which are designed, implemented and maintained to a standard which would achieve at least 80% of the average annual runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5–8.5).	• For point 1, surrogate determinations may be used such as monthly erosion or average monthly rainfall. • A commonly used design storm for basin sizing is 80th percentile five-day event. Depending on the settling characteristics of local soils, a higher 'operational' design storm can be achieved with chemical dosing operated in flow-through mode in a large storm with rainfall-activated auto-flocculent dosing, and advanced hydraulic efficiency features such as floating off-takes, and a sediment forebay. • TSS = Total Suspended Solids. Turbidity measurements (e.g. 60 Nephelometric Turbidity Units (NTU)) could be used; however, for accuracy, a site-specific relationship should be developed between turbidity and TSS.

Table 9.4.5-6: Stormwater quality deemed to comply solutions

The following deemed to comply solutions are to be documented within a Stormwater quality management plan prepared by a suitably-qualified person in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.

Development type			Stormwater treatment train		Land ownership ²
Land use	Scenario	Scale			
Residential	>2 lots up to 20 lots	N/A	Tank Volume per dwelling:	Bio retention ³ @ 1.3% of impervious catchment area. ¹	Public and/or Private
			• Detached 5 kl • Attached 3 kl		
			No Tanks	Bio retention ³ @ 1.8% of impervious catchment area. ¹	Public and/or Private

			Tank Volume per dwelling: - Detached 5 kl - Attached 3 kl	Wetland @ 5% of impervious catchment area.	Public and/or Private
			No Tanks	Wetland @ 7% of impervious catchment area. ¹	Public and/or Private
	> 2 dwellings (Townhouse style up to 2 storeys)	≤ 12,500m ²	Tank Volume per dwelling: - Detached 5 kl - Attached 3 kl	Bio retention ³ @ 1.3% of impervious catchment area. ¹	Private
			No Tanks	Bio retention ³ @ 1.8% of impervious catchment area. ¹	Private
			Tank Volume per dwelling: - Detached 5 kl - Attached 3 kl	Wetland @ 5% of impervious catchment area. ¹	Private
			No Tanks	Wetland @ 7% of impervious catchment area. ¹	Private
	High density multiple dwelling apartments (flats, high-rise)*	≤ 12,500m ²	Tank Volume per dwelling: - Detached 5 kl - Attached 3 kl	Bio retention ³ @ 1.8% of impervious catchment area. ¹	Private
			No Tanks	Wetland @ 7% of impervious catchment area. ¹	Private
Commercial, Industrial and Retail (including retail at the bottom floors of high rise) ⁴	Commercial and/or Industrial uses	≤ 12,500m ²	Tank Volume per dwelling: - Detached 5 kl - Attached 3 kl	Gross pollutant management (GPT) + Bio retention ³ @ 1.8% of impervious catchment area. ¹	Public and/or Private
			No Tanks	Gross pollutant management (GPT) + Wetland @ 8% of impervious catchment area. ¹	Public and/or Private

¹ For developments that results in an increase in less than 15% imperviousness (i.e. roof and ground level impervious), then stormwater management to focus on the impervious areas only.

² Ultimate owner of the device and responsible for maintenance.

³ For bioretention basins larger than 800m², an inlet pond will be required.

⁴ The City requires gross pollutant management for these land uses. It is preferred that these are located on private property, but in larger scale Reconfiguring a lot applications it is logical to have a single gross pollutant trap for the site. The City will not accept proprietary devices for nutrient management on public / City land.

Express Development Application code template for accepted to code assessment development applications

8.2.11 Landslide hazard overlay code

8.2.11.1 Application

This code applies to assessing material change of use, reconfiguring a lot or operational work for development located on any lot partially or completely subject to the Landslide hazard overlay and identified within **Part 5.10 Categories of development and assessment – Overlays**.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

This code template supports the preparation of accepted to code assessment development applications against either the required outcome(s), performance outcome(s) or overall outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Review the application and complete the tables within the code template as follows:

Step 1: Does the proposal comply with the relevant required outcome? If yes, note in column 3. No further assessment is required. If no, note in column 3 and proceed to step 2.

Step 2: Does the proposal comply with the relevant performance outcome? If yes, note in column 3 and discuss compliance with the performance outcome in the planning report. If no, note in column 3 and proceed to step 3.

Step 3: Discuss compliance with the relevant overall outcomes of the code in the planning report.

Please note: it is the applicant's responsibility to identify all non-compliant required outcomes for the development. Accepted to code development applications are assessed against certain assessment benchmarks, limited to the subject matter of the required outcomes with which they are in non-compliance.

Application details	
Address and Lot and Plan	Approved Lot 146 of COM/2019/82 being within 79-99 Courtney Drive, Upper Coomera (Lots 188-192 RP173728)
Proposal details	Sales Office in approved residential subdivision

8.2.11.3 Specific benchmarks for assessment**Table 8.2.11-1: Landslide hazard overlay code – for accepted development subject to requirements**

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 on page 1.	Internal use
Site slope constraints			
PO1 Development must be certified by an RPEQ as being responsive to the constraints of steeply sloping land. Note: For guidance on how to meet this performance outcome, refer to SC6.10 City Plan policy – Geotechnical stability assessment guideline.	RO1 Development is not to be undertaken on any lot partially or completely identified on the Landslide hazard overlay map , unless certification is provided by a Registered Professional Engineer in Queensland, whose primary business is geotechnical engineering or engineering geology with over five years' experience in slope stability matters (RPEQ), confirming that the proposed development is appropriate for the sloping nature of the site, and that the risk of landslide adversely affecting the subject lot, adjoining properties and the proposed development is at a low level. Note: For guidance on how to meet this required outcome, refer to SC6.10 City Plan policy – Geotechnical stability assessment guideline.	COMPLIES Geotechnical matters have been assessed and approved as part of the underlying subdivision approval and creation of the allotments involves relevant certification by an RPEQ.	

Advisory note

Accepted development identified in the assessment tables as subject to requirements must comply with all the nominated requirements in this and other applicable codes.

Purpose and overall outcomes of the Landslide hazard overlay code

Note: discuss compliance with the relevant overall outcomes of the code in the planning report

8.2.11.2 Purpose

- (1) The Landslide hazard overlay code deals with areas of land identified in the local government area as having landslide potential. It applies, at a minimum, to development that:
 - (a) increases the number of people living and working in the natural hazard management area, except where the premises are occupied on a short term or intermittent basis; or
 - (b) involves institutional uses where evacuating people may be difficult; or
 - (c) involves the manufacture or storage of hazardous materials in bulk.
- (2) The purpose of the Landslide hazard overlay code is to regulate development which occurs on land or part of any land containing steep slopes or unstable slopes.
- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The potential for erosion or landslide is minimised.
 - (b) The risk of landslides damaging property or endangering persons is minimised.
 - (c) Stormwater runoff and waste water disposal is effectively managed so that it does not increase landslide risk on the site or neighbouring sites.
 - (d) Erosion events on slopes exceeding an average gradient of 20% are minimised.
 - (e) Safe and efficient vehicular access onto steeply sloping land is provided.
 - (f) Development does not occur at the expense of other environmental values.

Express Development Application code template for accepted to code assessment development applications

9.4.13 Transport code

9.4.13.1 Application

This code applies to assessing a material change of use where indicated within **Part 5 Tables of assessment** unless the development is listed as accepted subject to requirements and is:

- (a) establishing in an existing lawful non-residential premises; and
- (b) involving:
 - (i) no building work (other than an internal fit-out); or
 - (ii) only minor building work; and
- (c) the development results in no loss of car parking spaces.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

This code template supports the preparation of accepted to code assessment development applications against either the required outcome(s), performance outcome(s) or overall outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Review the application and complete the tables within the code template as follows:

Step 1: Does the proposal comply with the relevant required outcome? If yes, note in column 3. No further assessment is required. If no, note in column 3 and proceed to step 2.

Step 2: Does the proposal comply with the relevant performance outcome? If yes, note in column 3 and discuss compliance with the performance outcome in the planning report. If no, note in column 3 and proceed to step 3.

Step 3: Discuss compliance with the relevant overall outcomes of the code in the planning report.

Please note: it is the applicant's responsibility to identify all non-compliant required outcomes for the development. Accepted to code development applications are assessed against certain assessment benchmarks, limited to the subject matter of the required outcomes with which they are in non-compliance.

Application details

Address and Lot and Plan	Approved Lot 146 of COM/2019/82 being within 79-99 Courtney Drive, Upper Coomera (Lots 188-192 RP173728)
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Proposal details	Sales Office in approved residential subdivision
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9.4.13.3 Specific benchmarks for assessment

Table 9.4.13-1: Transport code – for accepted development subject to requirements

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 above	Internal use												
Car parking															
PO1 Development provides off-street car parking to accommodate the parking demand and allows for various modes of travel to reduce dependency on private vehicle usage. OR Where located in the Centre zone or the Southport Priority Development Area, development: (a) maximises the efficiency of car parking provided; (b) reduces congestion and car dependency; and (c) encourages alternative transport options such as walking, cycling and the use of public transport. Note: For an increase in scale or intensity of an existing lawful use, this PO and AO applies to the extent of the increase, provided existing car parking areas are not reduced or disturbed.	<table><tr><td colspan="2"> RO1 Off-street car parking spaces are provided in accordance with the identified relevant table as follows: <u>Note: For an increase in scale or intensity of an existing lawful use, this requirement applies to the extent of the increase, provided existing car parking areas are not reduced or disturbed.</u> </td></tr><tr><td>Location</td><td>Off-street car parking rate</td></tr><tr><td>Centre zone and High density residential zone where located in the Transport hub area in <u>Figure 9.4.13-1: Transport hub area.</u></td><td>Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub</td></tr><tr><td>Centre zone not located in the Transport hub area in <u>Figure 9.4.13-1: Transport hub area.</u></td><td>Table 9.4.13-5: Car parking rates – Centre zone – outside Transport hub area</td></tr><tr><td>Special purposes zone – Special development area precinct – Southport Priority Development Area</td><td>Table 9.4.13-6: Car parking rates – Southport Priority Development Area</td></tr><tr><td>All other zones</td><td>Table 9.4.13- 3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area</td></tr></table>	RO1 Off-street car parking spaces are provided in accordance with the identified relevant table as follows: <u>Note: For an increase in scale or intensity of an existing lawful use, this requirement applies to the extent of the increase, provided existing car parking areas are not reduced or disturbed.</u>		Location	Off-street car parking rate	Centre zone and High density residential zone where located in the Transport hub area in <u>Figure 9.4.13-1: Transport hub area.</u>	Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub	Centre zone not located in the Transport hub area in <u>Figure 9.4.13-1: Transport hub area.</u>	Table 9.4.13-5: Car parking rates – Centre zone – outside Transport hub area	Special purposes zone – Special development area precinct – Southport Priority Development Area	Table 9.4.13-6: Car parking rates – Southport Priority Development Area	All other zones	Table 9.4.13- 3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area	COMPLIES	
RO1 Off-street car parking spaces are provided in accordance with the identified relevant table as follows: <u>Note: For an increase in scale or intensity of an existing lawful use, this requirement applies to the extent of the increase, provided existing car parking areas are not reduced or disturbed.</u>															
Location	Off-street car parking rate														
Centre zone and High density residential zone where located in the Transport hub area in <u>Figure 9.4.13-1: Transport hub area.</u>	Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub														
Centre zone not located in the Transport hub area in <u>Figure 9.4.13-1: Transport hub area.</u>	Table 9.4.13-5: Car parking rates – Centre zone – outside Transport hub area														
Special purposes zone – Special development area precinct – Southport Priority Development Area	Table 9.4.13-6: Car parking rates – Southport Priority Development Area														
All other zones	Table 9.4.13- 3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area														

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 above	Internal use
P02 Car parking spaces for employees and visitors to the development are maximised and allow for efficient functioning of the site and surrounding traffic network.	RO2 Car parking spaces for employees and visitors to the development are accessible at all times and not restricted by allocation of spaces, gateways, doors or similar device.		
Servicing			
P03 Development accommodates the required design service vehicle (including waste collection) in accordance with: (a) Table 9.4.13-8: Service vehicle requirements; and (b) Table 9.4.13-9: Minimum class of service vehicle; and (c) AS2890.2: Parking facilities Part 2: Off-street commercial vehicle facilities to allow for: (i) loading and unloading of service vehicles wholly within the site; (ii) pathways from service areas to tenancies at a width and grade that allows for unimpeded manoeuvring of goods (i.e. clear of doors, gates or landscaping); (iii) waste collection vehicles to appropriately service the development; (iv) safe pickup and set-down of passengers on-site; (v) unobstructed access to off-street parking areas; and (vi) an efficient and safe traffic network.	RO3 Development accommodates the required design service vehicle (including waste collection) in accordance with: (a) Table 9.4.13-8: Service vehicle requirements; (b) Table 9.4.13-9: Minimum class of service vehicle; (c) AS 2890.2: Parking facilities Part 2: Off-street commercial vehicle facilities.	COMPLIES	
Active transport network			
P07 Off-street bicycle parking and off-street end-of-trip facilities are provided to encourage	RO4 Development provides off-street bicycle parking and off-street end-of-trip facilities in accordance with	COMPLIES Not relevant to a Sales Office	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 above	Internal use
active transport and are: (a) designed to meet the needs and volumes of pedestrians and cyclists; and (b) located in safe, convenient and highly accessible areas. Note: This PO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings).	Table 9.4.13-10: Bicycle parking rates and Table 9.4.13-11: End-of-trip facilities for active travel users. Note: This RO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings).		
	RO5 The location of off-street end-of-trip facilities are: (a) within 50m to the off-street bicycle parking; and (b) clearly signed off-street bicycle parking areas.	COMPLIES Not relevant to a Sales Office	
	RO6 Signage indicating the location of off-street bicycle parking is provided: (a) within the site; (b) at ground level, external to buildings; and (c) in accordance with AS 2890.3: Parking facilities Part 3: Bicycle parking.	COMPLIES Not relevant to a Sales Office	
	RO7 Development provides off-street bicycle parking within the site in accordance with the <i>Cycling Aspects of Austroads</i> and AS 2890.3: <i>Parking facilities Part 3: Bicycle parking</i> and the following: (a) employee and residential bicycle parking is at Security level B; (b) visitor bicycle parking is provided at Security level C; and (c) ramps and pathways are as direct as possible from the roadway and/or pathways to the bicycle parking facilities. Note: This RO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings).	COMPLIES Not relevant to a Sales Office	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 above	Internal use
PO9 Public pathways are provided: (a) within the road reserve, adjacent to, and for the full length of the sites road frontage; and (b) in accordance with SC6.12 City Plan policy – Land development guidelines. Note: This PO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings).	RO8 Pathways are provided within the road reserve, directly adjacent to, and for the full length of the site's road frontage, in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards. Note: This AO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings).	ALTERNATIVE OUTCOME Pathway is as approved for the overarching subdivision. Please refer to assessment against the corresponding PO.	
PO10 Development contributes to the safe and efficient provision and operation of the bicycle and pedestrian network.	RO9 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.	COMPLIES	
General			
PO20 Off street car parking areas are: (a) provide a legible and efficient internal layout; (b) ensure the safety and security of users; (c) are clearly distinguishable from pedestrian paths and entry points; (d) are easily negotiated by vehicles and pedestrians including persons with a disability; (e) ensure that there are no disruptions to or queues onto the public road network; (f) provide sight distances from driveways to ensure visibility between vehicles on the driveway and pedestrians on the verge; (g) are designed, marked and maintained to	RO10 Off-street car parking and off-street commercial vehicle facilities are provided in accordance with AS/NZS 2890.1: <i>Parking facilities Part 1: Off-street car parking</i>, AS 2890.2: <i>Parking facilities Part 2: Off-street commercial vehicle facilities</i> and AS/NZS 2890.6: <i>Parking facilities Part 6: Off-street parking for people with disabilities</i> and AS1428.1: <i>Design for access and mobility General requirements for access – New building work</i>.	COMPLIES	

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 above	Internal use
the current relevant standard; and (h) promote driver expectations consistent with conventional road rules (e.g. keep to the left)			
PO14 All vehicles enter and exit the site in a forward gear (restricted manoeuvring is allowed for service vehicles identified in Table 9.4.13-8: Service vehicle requirements). Note: This PO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings). Editor's note – Access to State controlled roads may require additional approvals in accordance with the Transport Infrastructure Act 1994.	RO11 All vehicles enter and exit the site in a forward gear, (restricted manoeuvring is allowed for service vehicles identified in Table 9.4.13-8: Service vehicle requirements). Note: This RO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings).	COMPLIES	
PO21 Development ensures that where provision is made for a porte cochere, it is designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the porte cochere must accommodate vehicles entirely within the site, including the queuing of vehicles.	RO12 Any proposed porte-cocheres are designed to: • have a minimum vertical clearance of 4.5m; • accommodate vehicles entirely within the site, including the queuing of vehicles; and • allow vehicles to circulate in a forward direction at all times.	N/A	
PO15 Where identified on the functional road hierarchy (as shown on the zone maps in Schedule 2) and a lot has two or more road frontages, vehicle access is provided from the road with the least on-road traffic.	RO13 Where identified on the Functional road hierarchy and a lot has two or more road frontages, vehicle access is provided from the road with the least on-road traffic.	N/A	

Advisory note

Accepted development identified in the assessment tables as subject to requirements must comply with all the nominated requirements in this and other applicable codes.

Purpose and overall outcomes of the Transport code**Note: discuss compliance with the relevant overall outcomes of the code in the planning report****9.4.13.2 Purpose**

- (1) The purpose of the Transport code is to ensure transport needs associated with the development of land are met.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development:
 - (i) ensures that:
 - (A) onsite access, parking and facilities manoeuvring and servicing areas are designed to:
 - (Aa) meet the needs of the development;
 - (Ba) result in a functional and efficient site layout that minimises impacts on surrounding areas and traffic movement;
 - (Ca) create a safe, pedestrian and cyclist focussed environment; and
 - (Da) promotes a high quality public realm.
 - (B) the function and capacity of the road network is not compromised and impacts on amenity, safety and operation of existing and planner roads are appropriately mitigated.
 - (b) An integrated transport system is provided that:
 - (i) is convenient, efficient and flexible, being able to accommodate major events and provide a high level of connectivity between all activity centres, urban neighbourhoods, mixed use and industrial areas, inclusive of all modes, including active transport networks;
 - (ii) supports well designed urban development, which is concentrated within activity centres and urban neighbourhoods, that is easy to access via frequent public transport, walking and cycling, thereby reducing the need to travel by car;
 - (iii) supports community and privately operated transport services as viable alternatives to the private car;
 - (iv) reduces congestion and car dependency and significantly increases levels of walking, cycling and public transport use; and
 - (v) ensures existing and future transport corridors are protected.
 - (c) Active transport networks are provided that:
 - (i) are direct, safe, pleasant and comfortable to make walking and cycling an attractive alternative to the car;
 - (ii) ensure development within centres and urban neighbourhoods, including the light rail corridor have access to high quality active transport infrastructure including paths, bicycle parking and end of trip facilities;
 - (iii) are directly connected to local attractions and services;

- (iv) are clear and easily accessed; and
 - (v) ensure the active transport infrastructure are completed in the early stages of development.
- (d) Public transport networks are provided that:
 - (i) are of a standard and quality to provide an attractive alternative to the car;
 - (ii) ensure district and regional level community uses are within walking distance of public transport facilities; and
 - (iii) are clear and easily accessed.
- (e) A road network is provided that:
 - (i) is developed and managed efficiently and meets the city's needs for the movement of people and goods, and can be safely shared by all users;
 - (ii) ensures development impacts on amenity caused by traffic and parking is consistent with the community's reasonable expectations for the intended use;
 - (iii) develops local road networks that are permeable and legible to facilitate a high level of connectivity, are safe and are shared with active and public transport;
 - (iv) ensures developments are designed for safe and efficient waste collection, carried out with minimal disruption or impact to the road network; and
 - (v) within the Coomera Town Centre area, provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections that is guided by the indicative access and mobility outcomes in Figure 9.4.13-2 Coomera Town Centre Indicative Access and Mobility..
- (f) Major freight corridors and haulage routes:
 - (i) are protected from incompatible uses and ensure their safe and efficient operation.
- (g) Navigable waterways:
 - (i) support active and public transport facilities in waterfront locations for public water transport and enhance access to the city's waterways.

Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area

This table sets out the minimum number of car parking spaces required according to the use applied for. Where the calculated number of car spaces is not a whole number, the number of car parking spaces required must be the next higher whole number.

Land use	Minimum number of off-street car parking spaces	
Adult store	5 per 100m ² of TUA (total use area)	
Agricultural supplies store	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	
Animal husbandry	1 per staff in addition to parking provided for the primary dwelling	
Animal keeping	1 per staff in addition to parking provided for the primary dwelling	
Bar	5 per 100m ² of TUA	
Brothel	1 per each room plus 1 per 2 staff	
Bulk landscape supplies	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	
Caretaker's accommodation	2	
Car wash	DIY car wash	0
	Hand-wash	1 per 2 staff
Child care centre	1 per 4 children, which may be provided as a passenger set-down/pick-up area	
Club	6 per 100m ² of TUA	
Community care centre	14, plus 5 per 100m ² of TUA	
Community use	6 per 100m ² of TUA	
Crematorium	10 per 100m ² of TUA	
Cropping	1 per staff in addition to parking provided for the primary dwelling	
Dual occupancy	2 per dwelling	
Dwelling house	Dwelling house	1 per 1 bedroom dwelling
		2 per dwelling with 2 or more bedrooms
	Secondary dwelling where 80m ² or less	1

Land use	Minimum number of off-street car parking spaces	
	Secondary dwelling where greater than 80m ²	2
Dwelling unit	2	
Educational establishment	Preparatory	1 per staff, plus 1 per 5 children enrolled which may be provided as a passenger set-down/pick-up area
	Primary	1 per staff
	Secondary	1 per staff plus 1 per 10 Year 12 students
	Before and after school care	1 per staff, plus 1 per 5 children enrolled which may be provided as a passenger set-down/pick-up area
	Tertiary and further education	To be determined upon submission of a Car Parking Assessment to Council
	In addition to the car parking requirements a set down/pick-up area is provided.	
Food and drink outlet	5 per 100m ² of TUA, plus queuing area for 10 vehicles for any drive-thru facility from the collection point	
Function facility	10 per 100m ² of TUA	
Funeral parlour	The greater of: (a) 1 per 10m ² of TUA; or (b) 1 per 2.5 persons, based on maximum occupancy	
Garden centre	10, plus 1 space per 100m ² of TUA in excess of 3,000m ²	
Hardware and trade supplies	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	
Health care services	The greater of: (a) 1 per 20m ² of TUA; or (b) 2 per consulting room, plus 1 space per staff	
High impact industry	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	
Home based business	Bed and breakfast	1 per guest room in addition to parking provided for the primary dwelling
	Home office	1, in addition to parking provided for the primary dwelling
	Home based child care	0

Land use	Minimum number of off-street car parking spaces	
	Home based business n.e.i.	2, in addition to parking provided for the primary dwelling
Hospital	0.8 per staff plus 1 per 2 beds	
Hotel	6 per 100m ² of TUA and 1 space per short term/serviced apartment plus queuing area for 10 vehicles for any drive-through facility from the collection point	
Indoor sport and recreation	Gymnasium (where 24hr and no classes)	1 per 20m ² of TUA
	Amusement parlour	5 per 100m ² TUA
	Squash or enclosed tennis court	6 per court
	Indoor cricket or other court game	20 per court
	Swimming pool or skating rink	15, plus 1 per 100m ² of TUA
	Any other operation	1 per 10m ² of TUA
Intensive animal industry	1 per staff in addition to parking provided for primary dwelling	
Intensive horticulture	1 per staff in addition to parking provided for primary dwelling	
Low impact industry	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	
Marine industry	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	
Market	1 per 2 stalls	
Medium impact industry	Medium impact industry	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²
	Salvage Yard	0.7 per 100m ² of TUA, with a minimum of 5 spaces
Multiple dwelling	(a) 1 per 1 bedroom unit or dwelling; (b) 1.25 per 2 bedroom unit or dwelling; (c) 1.5 per 3 bedroom unit or dwelling; (d) 2 per 4 bedroom unit or dwelling; Plus: (a) where 3 to 4 dwellings, 1 for visitor parking; or (b) where 5 to 6 dwellings, 2 for visitor parking; or (c) where 7 to 9 dwellings, 3 for visitor parking; or (d) where 10 or more dwellings, 3 plus 1 per 10 dwellings for visitor parking thereafter	

Land use	Minimum number of off-street car parking spaces	
	Note: At least 50% of visitor parking to be provided in a single location	
Nightclub	5 per 100m ² of TUA	
Office	Office, if real estate agent	To be determined upon submission of a Car Parking Assessment to Council
	Office, if call centre	To be determined upon submission of a Car Parking Assessment to Council
	Office n.e.i	3 per 100m ² of TUA
Outdoor sales	Vehicle hire	3 per 100m ² of TUA plus 1 per 1.5 vehicles in the vehicle hire fleet and 1 on-site wash bay
	Motor vehicles sale yard	3 per 100m ² of TUA plus 0.5 per 100m ² of display area
Outdoor sport and recreation	Tennis court	4 per court
	Lawn bowls (stand-alone)	20 per green
	Swimming pool	15, plus 1 per 100m ² of TUA
	Golf course	The greater of: (a) 4 per hole, plus 3 per 100m ² of TUA of clubhouse; or (b) 6 per 100m ² of TUA of clubhouse
	Football ground	50 per field
	Any other court game	20 per court
Permanent plantation	1 per staff in addition to parking provided for the primary dwelling	
Place of worship	1 per 2.5 persons, based on maximum occupancy	
Port services	Marina	(a) 0.6 per wet berth designed for boats 10m and under; (b) 0.8 per wet berth designed for boats between 10m and 15m; (c) 1 per wet berth designed for boats greater than 15m; (d) 0.2 per dry berth or swing mooring; plus (e) 0.5 per staff; (f) 1 per 50m ² TUA of ancillary activities associated with the marina.
Relocatable home park	Relocatable home park	1 per relocatable home plus 1 per 5 homes for visitors

Land use	Minimum number of off-street car parking spaces	
Research and technology industry	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	
Residential care facility	1 per 2 beds for visitor car parking, and 1 per staff based on maximum residential occupancy Note: 50% of visitor parking to be provided in a single location	
Resort complex	1 per 4 dwellings	
Retirement facility	(a) 1 per independent living, self contained dwelling; plus (b) 1 per 4 independent living, self contained dwellings for visitor car parking; plus (c) 1 per staff based on maximum residential occupancy Note: 50% of visitor parking to be provided in a single location	
Roadside stall	4	
Rooming accommodation	Off-site Student accommodation	1 per 2 students, based on maximum occupancy plus 1 for a manager residence
	Hostel	1 per room, excluding communal areas, plus 1 for a manager residence
	Other	To be determined upon submission of a Car Parking Assessment to Council
Rural industry	1 per staff in addition to parking provided for primary dwelling plus 1 visitor space	
Sales office	Sales office	5
	Display dwelling	0
Service industry	Service industry	5 per 100m ² of TUA
	Laundromat	5 per 100m ² of TUA
Service station	2, plus 5 per 100m ² of TUA	
Shop	5 per 100m ² of TUA	
Short-term accommodation	Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
	Other	1 per room plus 1 per managers residence
Showroom	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	
Theatre	Stand-alone	To be determined upon submission of a Car Parking

Land use	Minimum number of off-street car parking spaces	
		Assessment to Council
	Where part of a shopping centre	1 per 8 seats
Tourist attraction	Existing	To be determined upon submission of a Car Parking Assessment to Council
Tourist park	Caravan park	11 per 10 sites plus 1 per 10 sites for visitors
	Holiday cabins	1 per site or cabin plus 1 per 10 sites for visitors
Transport depot	To be determined upon submission of a Car Parking Assessment to Council	
Veterinary services	5 per 100m ² of TUA	
Warehouse	Warehouse	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²
	Self storage sheds 0 – 3,000m² GLA	(a) 3 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 2 parking spaces are to be provided behind a secured gate and at the entry to the building
	Self storage sheds 3,001m² - 6,000m² GLA	(a) 4 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 5 parking spaces are to be provided behind a secured gate
	Self storage sheds 6,001m² - 9,500m² GLA	(a) 5 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 5 parking spaces are to be provided behind a secured gate

Land use	Minimum number of off-street car parking spaces	
		provided behind a secured gate
	Self storage sheds ≥ 9,501m² GLA	To be determined upon submission of a Car Parking Assessment to Council
Wholesale nursery	10, plus 1 space per 100m ² of TUA in excess of 3,000m ²	
Winery	To be determined upon submission of a Car Parking Assessment to Council	
Any other land use or land use operation	To be determined upon submission of a Car Parking Assessment to Council	

Note: The Car sharing travel demand measure may be applied to reduce car parking requirements in accordance with Table 9.4.13-7: Travel demand measures.

Note: Tandem car parking spaces (limited to 2 vehicles parked one behind the other) can be counted as 2 spaces in the following instances:

- (a) the spaces are designated and signed for the occupants of the same dwelling or the same non-residential tenancy;
- (b) the minimum length of the tandem car space is 10.4m; and
- (c) the minimum length of a tandem garage (if proposed) is 11m.

Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport Hub Area

This table sets out the minimum number of car parking spaces required according to the use applied for. Where the calculated number of car spaces is not a whole number, the number of car parking spaces required must be the next higher whole number.

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Centre zone	Where the property boundary of a development directly adjoins a Light rail station platform	Non-residential	0
Centre zone	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential –Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
		Non-residential	1 per 100m ² of TUA
Centre zone	Within 800m walking distance	Residential – permanent/long-term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 75m ² of TUA
High density residential zone	Within mapped boundaries of the Transport hub area	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwelling for visitors
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
High density residential zone	Within 400m walking distance	Non-residential	1 per 100m ² of TUA
High density residential zone	Within 800m walking distance	Non-residential	1 per 75m ² of TUA

Note: Where 1 space is provided per unit or dwelling, there is no requirement to unbundle car parking.

Note: The Car sharing travel demand measure may be applied to reduce car parking requirements in accordance with Table 9.4.13-7: Travel demand measures.

Note: Tandem car parking spaces (limited to 2 vehicles parked one behind the other) can be counted as 2 spaces in the following instances:

- (a) the spaces are designated and signed for the occupants of the same dwelling or the same non-residential tenancy;
- (b) the minimum length of the tandem car space is 10.4m; and
- (c) the minimum length of a tandem garage (if proposed) is 11m.

Table 9.4.13-5: Car parking rates – Centre zone – outside Transport hub area

This table sets out the minimum number of car parking spaces required according to the use applied for. Where the calculated number of car spaces is not a whole number, the number of car parking spaces required must be the next higher whole number.

Centre zone	Land Use	Minimum number of off-street car parking spaces
Principal centre		
Coomera	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Residential – serviced and short-term accommodation	1 per 4 units
	Non-residential	1 per 100m ² of TUA
Specialist centre		
Bundall	Office	2.5 per 100m ² of TUA
	Food and drink outlet, shop, service industry	2.5 per 100m ² of TUA
	Any other land use	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Varsity Central/ Bond University	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Residential – serviced and short-term accommodation	1 per 2 units, plus 1 for a manager residence
	Non-residential	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Bond University campus	Residential – serviced and short-term accommodation where on Lot 10 on SP148599	1 per 4 units, plus 1 for a manager residence
Varsity Station Village	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	1 per 100m ² of TUA
Biggera Waters (Harbour Town)	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
Major centre		
	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors

Centre zone	Land Use	Minimum number of off-street car parking spaces
Nerang	Non-residential	3.3 per 100m ² of TUA
Coolangatta	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
Helensvale	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	1 per 100m ² of TUA
District centres		
Burleigh	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
Oxenford	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Ormeau	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	5 per 100m ²
Pimpama Old Pacific Highway, Pimpama	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Coomera City Centre Days Rd and City Centre Drive	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Hope Island Marina Quays Dr	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Runaway Bay Shopping Centre Cnr Morala and Lae Dr	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Ashmore City Cnr Southport-Nerang Rd and Currumburra Rd	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Ashmore Plaza Cotlew St	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area

Centre zone	Land Use	Minimum number of off-street car parking spaces
		Area
Southport Park Shopping Centre Cnr Drury Av, Ferry Rd and Benowa Rd	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Q-Superstore Cnr Bermuda and Markeri St	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Mudgeeraba Village	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Treetops (Urbia) Cnr Bermuda Street and Reedy Creek Rd	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
West Burleigh Shopping Centre Reedy Creek Rd, Burleigh Waters	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Palm Beach	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
The Pines Shopping Centre Cnr K P McGrath Dr and Guineas Creek	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Tugun	Residential	1 per unit or dwelling plus 1 per 10 for visitors
	Non-residential	3.3 per 100m ² of TUA
All other centres	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area

Note: The Car sharing travel demand measure may be applied to reduce car parking requirements in accordance with Table 9.4.13-7: Travel demand measures.

Note: Tandem car parking spaces (limited to 2 vehicles parked one behind the other) can be counted as 2 spaces in the following instances:

- (a) the spaces are designated and signed for the occupants of the same dwelling or the same non-residential tenancy;
- (b) the minimum length of the tandem car space is 10.4m; and
- (c) the minimum length of a tandem garage (if proposed) is 11m.

Table 9.4.13-6: Car parking rates – Southport Priority Development Area

This table sets out the minimum number of car parking spaces required according to the use applied for. Where the calculated number of car spaces is not a whole number, the number of car parking spaces required must be the next higher whole number.

Precinct	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Precinct 1	Where the property boundary of a development directly adjoins a Light rail station platform	Residential – permanent/long term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	0
	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 100m ² of TUA
	Outside 400m walking distance and within the boundaries of the precinct	Residential – permanent/long term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 75m ² TUA
Precinct 2	Within the boundaries of the precinct	Residential – permanent/long-term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be

Precinct	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
			unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 75m ² TUA
Precinct 3	Within 400m walking distance	Residential – permanent/long term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 100m ² TUA
	Outside 400m walking distance and within the boundaries of the precinct	Residential – permanent/long term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 75m ² TUA

Note: The Car sharing travel demand measure may be applied to reduce car parking requirements in accordance with Table 9.4.13-7: Travel demand measures.

Note: Tandem car parking spaces (limited to 2 vehicles parked one behind the other) can be counted as 2 spaces in the following instances:

- (a) the spaces are designated and signed for the occupants of the same dwelling or the same non-residential tenancy;
- (b) the minimum length of the tandem car space is 10.4m; and
- (c) the minimum length of a tandem garage (if proposed) is 11m.

Table 9.4.13-7: Travel demand measures

This table sets out the travel demand measures that can be applied to development. The indicative reduction of each travel demand measure is to be subtracted from the car parking requirement indicated in the tables: Table 9.4.13-3 to Table 9.4.13-6.

Travel demand measure	Indicative reduction to car parking rates
Car sharing	Each car share vehicle off-sets 5 spaces (equates to a relaxation of 4 spaces)
Unbundled parking	20% to 50% unbundled – 30% reduction in minimum rate
Motorcycle/motor scooter parking	Every 2 motorcycles spaces can replace 1 car space, up to 15% of the minimum parking requirement
Bicycle parking (where provided in excess of the requirement under relevant section of this code)	Every 6 bicycles offsets 1 car space, up to 15% of the minimum parking requirement
Any other travel demand measure Note: This travel demand measure only applies to assessable development	To be approved by Council

Table 9.4.13-8: Service vehicle requirements

Site area (m ²)	Service vehicle requirements
Less than 1,000m ²	Demonstrate that the development can accommodate the design service vehicle – in accordance with Table 9.4.13-9: Minimum class of service vehicle – a separate service bay is not required and restricted manoeuvring areas from a public roadway are allowed.
1,000m ² to < 2,000m ²	(a) Service bay to accommodate the design service vehicle in accordance with Table 9.4.13-9: Minimum class of service vehicle. (b) Restricted manoeuvring from a public roadway is allowed for a heavy rigid vehicle (HRV) and/or articulated vehicle (AV) is the design service vehicle. (c) Full on-site manoeuvring is required for all other classes of service vehicle (Van, SRV & MRV).
2,000m ² to <4,000m ²	(a) Service bay to accommodate the design service vehicle in accordance with Table 9.4.13-9: Minimum class of service vehicle. (b) Restricted manoeuvring from a public roadway is allowed for an articulated vehicle. (c) Full on-site manoeuvring is required for all other classes of service vehicle (Van, SRV, MRV, LRV, RCV & HRV).
4,000m ² and greater	(a) Service bay to accommodate the design service vehicle in accordance with Table 9.4.13-9: Minimum class of service vehicle. (b) Full on-site manoeuvring is required for all classes of service vehicle.

Site area (m ²)	Service vehicle requirements
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Editor's note – Restricted manoeuvring is designed as a single point reverse manoeuvre from the public roadway into the site to access a servicing area. This manoeuvre may be performed from the kerbside lane where it is clearly demonstrated that the design vehicle can achieve the manoeuvre to access the service area.

Table 9.4.13-9: Minimum class of service vehicle

Where waste collection is required to be provided for on-site, and the stated service vehicle in the table below is less than a Council refuse collection vehicle, then the development must be designed to cater for a waste collection vehicle in accordance with **SC6.15 City Plan policy – Solid waste management** (or as amended) and **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards** (or as amended) as required.

Land use	Minimum class of service vehicle
Adult store	SRV
Agricultural supplies store	AV
Animal husbandry	AV
Animal keeping	Van
Brothel	Van
Bulk landscape supplies	AV
Caretaker's accommodation	Not applicable
Car wash	SRV
Child care centre	Van
Club	SRV
Community care centre	SRV
Community residence	Van
Community use	SRV
Crematorium	SRV
Cropping	Not applicable
Dual occupancy	Not applicable
Dwelling house	Not applicable
Dwelling unit	Not applicable

Land use	Minimum class of service vehicle
Educational establishment	SRV
Food and drink outlet	SRV
Food and drink outlet if: (a) a take away food premises; or (b) including a drive through facility	HRV
Function facility	MRV
Funeral parlour	SRV
Garden centre	HRV
Hardware and trade supplies	AV
Health care services	SRV
High impact industry	AV
Home based business	Not applicable
Hospital	AV
Hotel	HRV
Indoor sport and recreation	SRV
Intensive animal industry	AV
Intensive horticulture	AV
Low impact industry	AV
Marine Industry	AV
Market	Not applicable
Medium impact industry	AV
Multiple dwelling if: (a) 3 dwellings	Not applicable
Multiple dwelling if: (a) more than 3 dwellings	Standing area for an MRV on-site
Nightclub	SRV
Office	Van

Land use	Minimum class of service vehicle
Outdoor sales	AV
Outdoor sport and recreation	SRV
Permanent plantation	AV
Place of worship	SRV
Relocatable home park	Van
Research and technology industry	AV
Residential care facility	HRV
Resort complex	HRV
Retirement facility	HRV
Roadside stall	Not applicable
Rooming accommodation	SRV
Student accommodation	SRV
Hostel accommodation	SRV
Rural industry	AV
Sales office	Not applicable
Service industry	SRV
Service station	SRV and AV (fuel tanker)
Shop	SRV
Shop (GFA less than 400m ²)	SRV
Shop (GFA 400m ² - 1,500m ²)	HRV
Shop (GFA greater than 1,500m ²)	AV
Short-term accommodation	Coach
Showroom	AV
Tourist park	Coach
Tourist park if: (a) a caravan park	Van

Land use	Minimum class of service vehicle
Transport depot	AV
Veterinary services	Van
Veterinary hospital	MRV
Warehouse	AV
Warehouse if: (a) for self storage sheds	Not applicable
Wholesale nursery	AV
Any other land use	As determined upon submission of a Service vehicle assessment

Editor's note – A Van is a 99.8th percentile vehicle equivalent to the AS2890.1:2004 – *Parking facilities – Part 1: Off-street car parking* B99 vehicle or large car.

Editor's note – A Coach is an inter-city 12.5m tourist bus from *Austroroads*.

Table 9.4.13-10: Bicycle Parking Rates

This table sets out the minimum number of bicycle spaces required according to the use applied for. Where the calculated number of spaces is not a whole number, the number of bicycle spaces required is the next highest whole number.

Land use	Long and medium term off-street bicycle parking (staff and residents – Security level B)	Short term off-street bicycle parking (visitors – Security level C)	Additional end-of-trip facilities required (refer to Table 9.4.13-11: End of trip facilities for active travel users)
Adult store	1 per 100m ² TUA	1 per 50m ² TUA	No
Child care centre	1 per 10 staff	2 per centre	Yes
Club	1 per 25m ² TUA public bar area plus 1 per 100m ² public lounge and beer garden area	1 per 100m ² TUA	Yes
Educational establishment	1 per 3 students Year 4 and above plus 1 per 10 staff	N/A	Yes
Food and drink outlet	1 per 100m ² TUA	1 per 50m ² TUA	No
Health care services	1 per 8 consultation rooms	1 per 4 consultation rooms	Yes
High impact industry	1 per 800m ² TUA	N/A	No

Land use	Long and medium term off-street bicycle parking (staff and residents – Security level B)	Short term off-street bicycle parking (visitors – Security level C)	Additional end-of-trip facilities required (refer to Table 9.4.13-11: End of trip facilities for active travel users)
Hotel	1 per 25m ² TUA public bar area plus 1 per 100m ² public lounge and beer garden area	1 per 100m ² TUA	No
Indoor sport and recreation	1 per 4 employees	1 per 200m ² TUA	Yes
Low impact industry	1 per 150m ² TUA	N/A	No
Medium impact industry	1 per 150m ² TUA	N/A	No
Multiple dwelling	1 per dwelling	1 per 12 dwellings, to a maximum of 20 spaces	No
Office	1 per 100m ² where within 800m walking distance to light rail station, otherwise 1 per 200m ² TUA	1 per 500m ² TUA	Yes
Rooming accommodation	1 per bedroom	N/A	No
Rooming accommodation if for a hostel	1 per 3 rooms	1 per 12 rooms	No
Residential care facility	1 per 5 beds	1 per 10 staff, based on maximum residential occupancy	No
Retirement facility	1 per dwelling	1 per 3 dwellings	No
Service industry	1 per 100m ² TUA	1 per 50m ² TUA	No
Service station	1 per 200m ² TUA	2 per Service station	No
Shop	1 per 100m ² TUA	1 per 50m ² TUA	No
Short-term accommodation	1 per 40 dwellings	1 per 20 dwellings	No
Showroom	1 per 800m ² TUA	1 per 200m ² TUA	No
Warehouse	1 per 800m ² TUA	1 per 200m ² TUA	No
Waterfront industry	1 per 150m ² TUA	N/A	No

Note: User Class as referred to and defined in *AS 2890.3:2015 Parking facilities Part 3: Bicycle parking*.

Table 9.4.13-11: End of trip facilities for active travel users

This table sets out the minimum number of end of trip facilities required according to the number of long-term bicycle spaces to be provided. Where the calculated number is not a whole number, the number required is the next highest whole number.

Number of long-term bicycle spaces to be provided	Number of lockers to be provided	Number of showers (within an associated change room) to be provided		Number of toilets to be provided	Number of wash basin stations (including mirrors, electrical outlet & counter top)
		Male	Female		
1-5	1.5 per bicycle space	1 shower and change room of unisex design		1	1
6-10	1.5 per bicycle space	1 plus change room	1 plus change room	1	2
11-20	1.5 per bicycle space	2 plus change room	2 plus change room	2	4
21-30	1.5 per bicycle space	3 plus change room	3 plus change room	2	6
31-40	1.5 per bicycle space	4 plus change room	4 plus change room	3	8
41-50	1.5 per bicycle space	5 plus change room	5 plus change room	1 per 3 showers required or part thereof	1 per shower
50+	1.5 per bicycle space	4 showers, plus 1 shower for each 10 bicycle spaces provided	4 showers, plus 1 shower for each 10 bicycle spaces provided	1 per 3 showers required or part thereof	1 per shower

Express Development Application code template for accepted to code assessment development applications

9.3.17 Sales office code

9.3.17.1 Application

This code applies to assessing material change of use for development for a Sales office where indicated within **Part 5 Tables of assessment**.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

This code template supports the preparation of accepted to code assessment development applications against either the required outcome(s), performance outcome(s) or overall outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Review the application and complete the tables within the code template as follows:

Step 1: Does the proposal comply with the relevant required outcome? If yes, note in column 3. No further assessment is required. If no, note in column 3 and proceed to step 2.

Step 2: Does the proposal comply with the relevant performance outcome? If yes, note in column 3 and discuss compliance with the performance outcome in the planning report. If no, note in column 3 and proceed to step 3.

Step 3: Discuss compliance with the relevant overall outcomes of the code in the planning report.

Please note: it is the applicant's responsibility to identify all non-compliant required outcomes for the development. Accepted to code development applications are assessed against certain assessment benchmarks, limited to the subject matter of the required outcomes with which they are in non-compliance.

Application details	
Address and Lot and Plan	Approved Lot 146 of COM/2019/82 being within 79-99 Courtney Drive, Upper Coomera (Lots 188-192 RP173728)
Proposal details	Sales Office in approved residential subdivision

9.3.17.3 Specific benchmarks for assessment**Table 9.3.17-1: Sales office code – for accepted development subject to requirements**

Performance outcomes	Required outcomes	Does the proposal meet the required outcome? Follow steps 1 to 3 above.	Internal use
Amenity			
PO1 The Sales office has a low number of staff employed on the site to minimise the impact of the operation on the amenity of the area.	RO1 There are no more than two employees on the site at any one time.	COMPLIES BY CONDITION	
PO2 The hours of operation do not adversely impact on the amenity of the area.	RO2 The hours of operation are limited to 8am to 6.30pm Monday to Sunday.	COMPLIES BY CONDITION	
Land use			
PO3 The Sales office only operates up to the completion of sales of the development it promotes and is located to ensure there is no impact on the amenity of surrounding uses.	RO3 The Sales office is located within or adjacent to the lot(s) or building(s) it promotes.	COMPLIES	

Advisory note

Accepted development identified in the assessment tables as subject to requirements must comply with all the nominated requirements in this and other applicable codes.

Purpose and overall outcomes of the Sales office code

Note: discuss compliance with the relevant overall outcomes of the code in the planning report

9.3.17.2 Purpose

- (1) The purpose of the Sales office code is to ensure that the development and operation of Sales offices is compatible with the character and amenity of the area in which they are located.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Sales offices integrate within the development they promote and operate in a manner which does not impact on the amenity of surrounding uses.
 - (b) Sales offices are operational for the period required between construction and completion of sale of the lots or buildings being promoted.