

Town Planning Report

Material Change of Use for Multiple Dwelling
and Reconfiguring a Lot (1 into 2 Lots)

54 George Alexander Way, Coomera

Prepared for Coomera GA Pty Ltd ATF The Coomera GA Unit Trust

Our Reference: 11241

9 August 2024



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Document Issue

Issue	Date	Prepared By	Checked By
Draft (for QA)	27/06/2024	HAB	AM
Draft (for client review)	05/08/2024	HAB	AM
Final (for lodgement)	09/08/2024	HAB	AM

Executive Summary

This report is written on behalf of Coomera GA Pty Ltd ATF The Coomera GA Unit Trust who seek to develop land situated at 54 George Alexander Way, Coomera for the purposes of a Multiple dwelling and land subdivision. In particular, the proposal will include 3 x apartment buildings up to 8 storeys in height and townhouses for a total of 218 dwellings with a new road being an extension of Talpa Street. This forms the second stage of development of the subject site with the first stage being a 22 lot subdivision and new park (Council ref: COM/2023/16).

The site is located within the High density residential zone of the Gold Coast City Plan (v11) (City Plan) and is subject to a number of overlays including a maximum building height of 26m.

To facilitate the intended development across the site, this application seeks approval for the following aspects of development:

- Development Permit – Material Change of Use for Multiple Dwelling
- Development Permit – Reconfiguring a lot (1 into 2 and a new road)

The proposed development is assessable development requiring Code assessment. An assessment against Schedules 9 and 10 of the *Planning Regulation 2017* (Planning Regulation) confirms that the application does require referral to State Assessment Referral Agency.

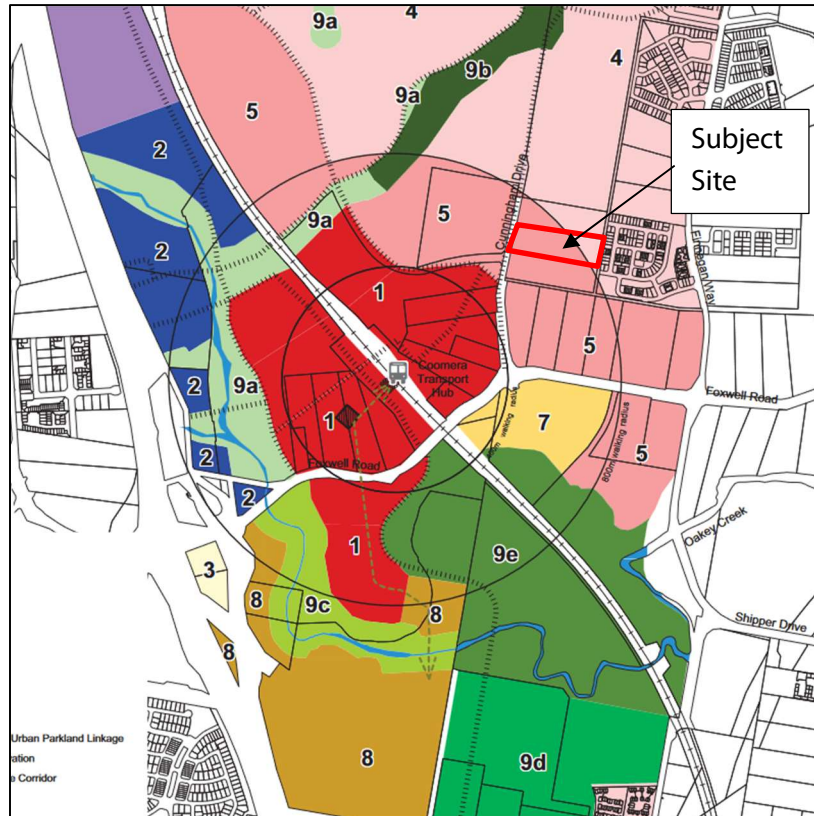
This application is supported by a number of technical reports/plans, including:

- **Property Searches**, prepared by Saunders Havill Group (Appendix A);
- **Code Compliance Tables**, prepared by Saunders Havill Group (Appendix B);
- **Application Forms**, prepared by Saunders Havill Group (Part 1);
- **Proposal Plans**, prepared by Archipelago (Part 3);
- **Landscape Concept Plan**, prepared by Saunders Havill Group (Part 3);
- **Bushfire Management Plan**, prepared by Eldon Bottcher Pty Ltd (Part 4);
- **Engineering Services Report**, prepared by Arcadis (Part 4);
- **Stormwater Management Plan**, prepared by Biome (Part 4);
- **Waste Management Plan**, prepared by TTM Group (Part 4);
- **Transport Engineering Report**, prepared by TTM Group (Part 4); and
- **Ecological Assessment Report**, prepared by Saunders Havill Group (Part 4).

This Town Planning Report, and supporting documents, have assessed the proposed development against the provisions of the Planning Scheme and other relevant legislation. We believe the development is consistent with the Planning Scheme and is appropriate for the locality. It is therefore recommended that the development application be approved, subject to relevant and reasonable conditions.

Realising the Potential of Coomera Town Centre

Planning for Coomera as a Principal Activity Centre and the immediate surrounding neighbourhood has been in development for over 30 years. A catalyst for the significant development that has occurred in that time was the opening of the Coomera Railway Station in the mid-1990s. This station was centrally positioned to a future activity centre with residential neighbourhoods radiating from it, decreasing in density the further from the station.



Coomera Town Centre Structure Plan – Superseded Planning Scheme 2003 (Source: GCCC)

It was planned for this structure plan area to accommodate up to approximately 50,000 people which has been further reinforced by the current strategic intent for Coomera as a key expansion area of the Gold Coast. Unfortunately, these density targets are not being realised as large amounts of vacant land remain and those that have been developed have not contributed significantly to the population as intended.

The proposal for three (3) apartment buildings up to 8 storeys in height and some 218 dwellings with a mix of bedrooms, goes some way to achieving the vision of the Coomera Town Centre and the expected residential densities. The proposal also comes at a time when housing choice and affordability is at an all time low and will contribute in some part to alleviating the demand within the northern Gold Coast region.

Project Summary

Property Summary

Site Address	54 George Alexander Way, Coomera Queensland 4209
Real Property Description	Lot 96 on RP187418
Site Area and Frontage	14,851m ² 97m to George Alexander Way
Easements / Encumbrances	Nil
CLR / EMR	Nil
Land Owners	Coomera GA Pty Ltd ATF The Coomera GA Unit Trust
Local Government	Gold Coast City Council

Planning Framework Summary

State Interests (SPP)	Biodiversity • MSES – Wildlife habitat (Koala habitat areas – core) • MSES – Regulated vegetation (essential habitat) • MSES – Regulated vegetation (intersecting a watercourse) Natural Hazards Risk and Resilience • Flood hazard area – Local Government flood mapping area • Bushfire prone area
Regional Plan and Land Use Category	Urban footprint
Planning Scheme	Gold Coast City Plan v11
Zone	High Density Residential
Applicable Overlays	• Environmental Significance Overlay • Airport Environs Overlay • Bushfire Hazard Overlay • Residential Density Overlay
TLPIs	N/A

Application Summary

Description	Multiple Dwellings and Subdivision
Type of Approval Sought	• Development Permit – Material Change of Use for Multiple Dwelling • Development Permit – Reconfiguring a lot (1 into 2 and a new road)

Assessment Manager	Gold Coast City Council
Category of Assessment	Code assessable
Referral Details	Department of State Development, Local Government, Infrastructure and Planning • Schedule 10, part 9, Division 4, Subdivision 1, Table 1 – state transport infrastructure (thresholds); • Schedule 10, Part 10, Division 3, Subdivision 3, Table 1 – development interfering with koala habitat in koala habitat areas outside koala priority areas.

Applicant Details

Applicant	Coomera GA Pty Ltd ATF The Coomera GA Unit Trust c/- Saunders Havill Group 9 Thompson Street Bowen Hills QLD 4006
Contact	Andrew McLean Telephone: (07) 3251 9482 Email: andrewmclean@saundershavill.com

Project Team

Applicant / Developer	Coomera GA Pty Ltd ATF The Coomera GA Unit Trust
Town Planning	Saunders Havill Group
Civil Engineer	Arcadis Australia Pacific
Architect	Archipelago
Landscape Architect	Saunders Havill Group
Ecologist	Saunders Havill Group
Traffic Consultant	TTM Group
Bushfire Consultant	Eldon Bottcher Architect

Table of Contents

1.	Introduction	1
2.	Site Analysis	2
2.1.	Site Location	2
2.2.	Ownership and Encumbrances	3
2.3.	Development Approval History	3
2.3.1	Subject Site	3
2.3.2	Surrounding Sites	4
2.4.	Ecological Assessment of Site	5
2.5.	Existing Infrastructure	6
2.6.	Site Photos	6
3.	Background	8
3.1.	Coomera Town Centre	8
3.2.	Previous Developments	9
4.	Development Proposal	10
4.1.	Proposal Intent	10
4.2.	Proposal Summary	10
4.3.	Proposal Details	11
4.4.	Staging	12
4.4.1	Subdivision Stage	12
4.4.2	Stage 1a	12
4.4.3	Stage 1b	12
4.4.4	Stage 2a	12
4.4.5	Stage 2b	12
4.4.6	Stage 2c	12
4.5.	Proposed Servicing Arrangements	13
4.6.	Retained Vegetation	13
4.7.	Access and Car Parking	15
5.	State Framework and Assessment	16
5.1.	Planning Act 2016	16
5.2.	Regulated Requirements Prescribed in the Planning Regulation 2017	16
5.2.1	Walkable Neighbourhoods Assessment	16
5.3.	State Planning Policy	17
5.4.	Regional Plan	18
5.5.	Designated Premises	18

5.6.	Temporary Local Planning Instrument	18
5.7.	Referrals	18
5.7.1	Matters Requiring Referral to the Chief Executive of the Planning Regulation 2017	18
6.	Local Framework and Assessment	19
6.1.	Planning Scheme	19
6.2.	Use Definition	19
6.3.	Category of Development and Assessment	19
6.4.	Applicable Assessment Benchmarks	19
6.5.	Zone	20
6.6.	Overlays	20
7.	Infrastructure Planning	25
7.1.	Local Government Infrastructure Plan	25
7.1.1	Trunk Infrastructure	25
7.2.	Infrastructure Charges and Credits	26
7.2.1	Offsets	26
8.	Code Assessment	27
8.1.	Summary of Compliance / Merits of Proposal	27
8.2.	Setbacks	27
8.3.	Communal Open Space	28
9.	Conclusion	29
10.	Appendices	30

1. Introduction

Saunders Havill Group has been engaged by Coomera GA Pty Ltd ATF The Coomera GA Unit Trust (the Applicant) to prepare this development application. The development application seeks approval for the following aspects of development:

- Development permit – Material Change of Use (Multiple Dwelling)
- Development permit – Reconfiguring a Lot (1 into 2 and a new road)

The application is made over land located at 54 George Alexander Way, Coomera formally described as Lot 96 on RP187418 (the 'subject site').

This Town Planning Report assesses the proposal against the relevant provisions of the *Gold Coast City Plan V11* (the Planning Scheme), the *Planning Act 2016* (the Planning Act) and other relevant legislation.

This report is accompanied by the following specialist reports/plans:

- **Property Searches**, prepared by Saunders Havill Group (Appendix A);
- **Code Compliance Tables**, prepared by Saunders Havill Group (Appendix B);
- **Application Forms**, prepared by Saunders Havill Group (Part 1);
- **Proposal Plans**, prepared by Archipelago (Part 3);
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- **Transport Engineering Report**, prepared by TTM Group (Part 4); and
- **Ecological Assessment Report**, prepared by Saunders Havill Group (Part 4).

2. Site Analysis

2.1. Site Location

The subject site forms half of 54 George Alexander Way, Coomera. The balance of the site is improved by a development approval for a 22 lot subdivision and new park. The site fronts George Alexander Way and 14,845m² in size. Talpa Road has been constructed to the northern boundary of the site, however remains within a private allotment and acts as temporary turn-around for refuse vehicles.

A single dwelling house is located within the middle of 54 George Alexander Way and will likely be relocated while the eastern extent of the site is developed.

The following aerial photo extract shows the location of the subject site:

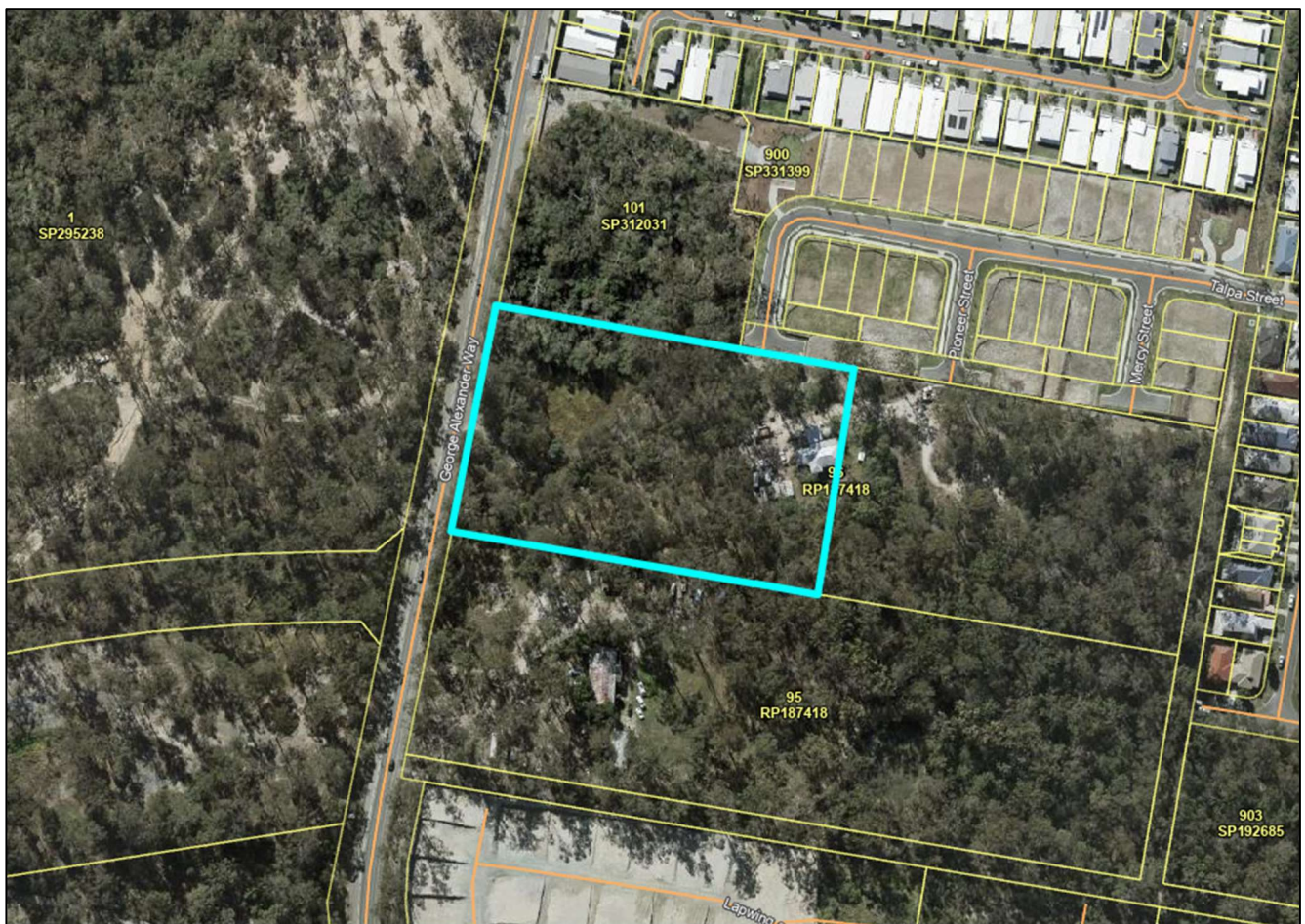


Figure 1: Site Location Plan (Source: QLD Globe)

Property searches, including a Smart Map and Current Titles Search are included within **Appendix A**.

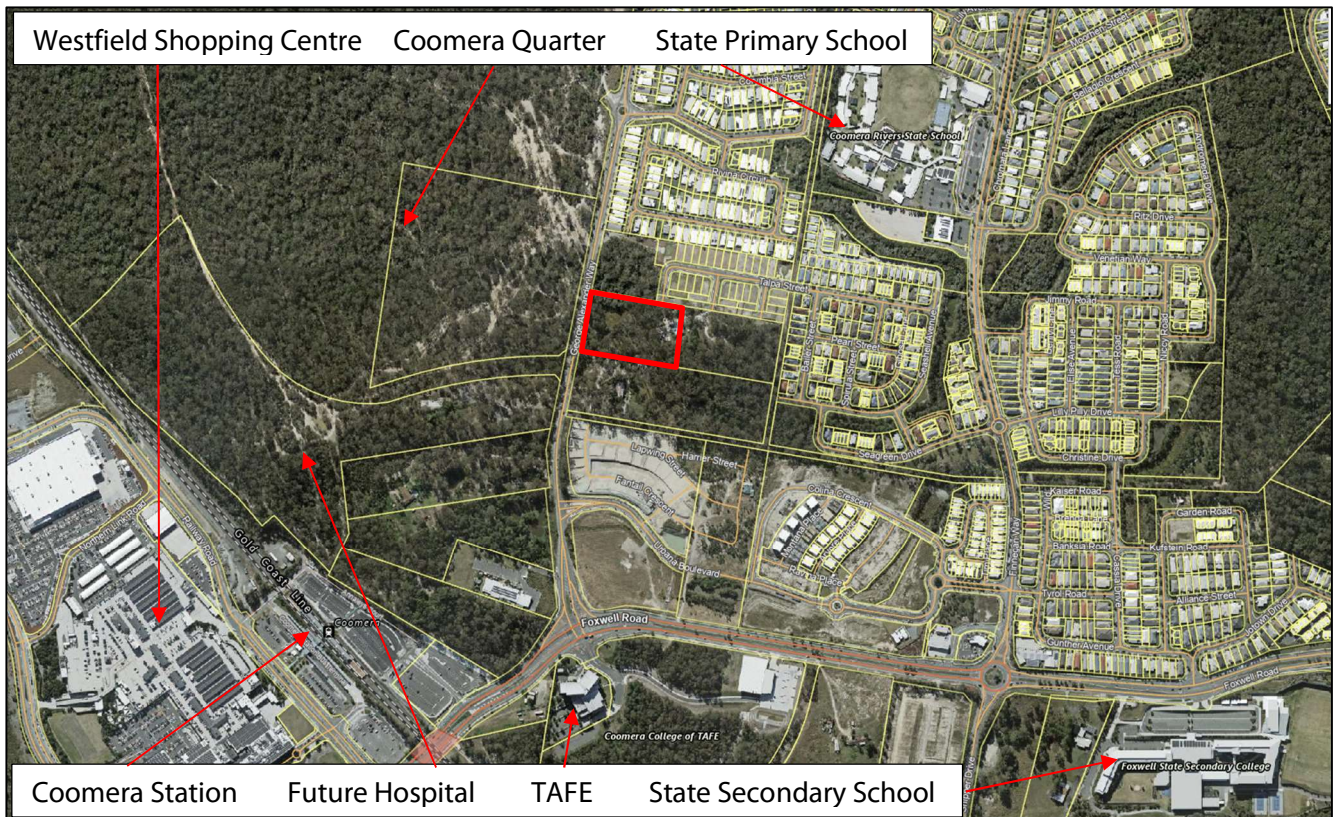


Figure 2: Context Plan (Source: QLD Globe)

2.2. Ownership and Encumbrances

The subject site is held in Fee Simple by COOMERA GA PTY LTD A.C.N 657 309 567 TRUSTEE UNDER INSTRUMENT 72169308. The site does not contain any easements or encumbrances.

A copy of the Current Titles Search, Smart Map and relevant Easement documents is provided in **Appendix A**.

2.3. Development Approval History

2.3.1 Subject Site

The following recent development approval history is relevant to the subject site:

Council Reference	Address	Description	Approval Date
COM/2023/16	54 George Alexander Way, Coomera Qld 4209	Combination Application Code Assessment Material Change of Use and Reconfiguring of a Lot Dual Occupancy x 6, 1 into 24 Lot subdivision and Access Easement	30 November 2023

The below image is an extract of the approved development to eastern part of the subject site.

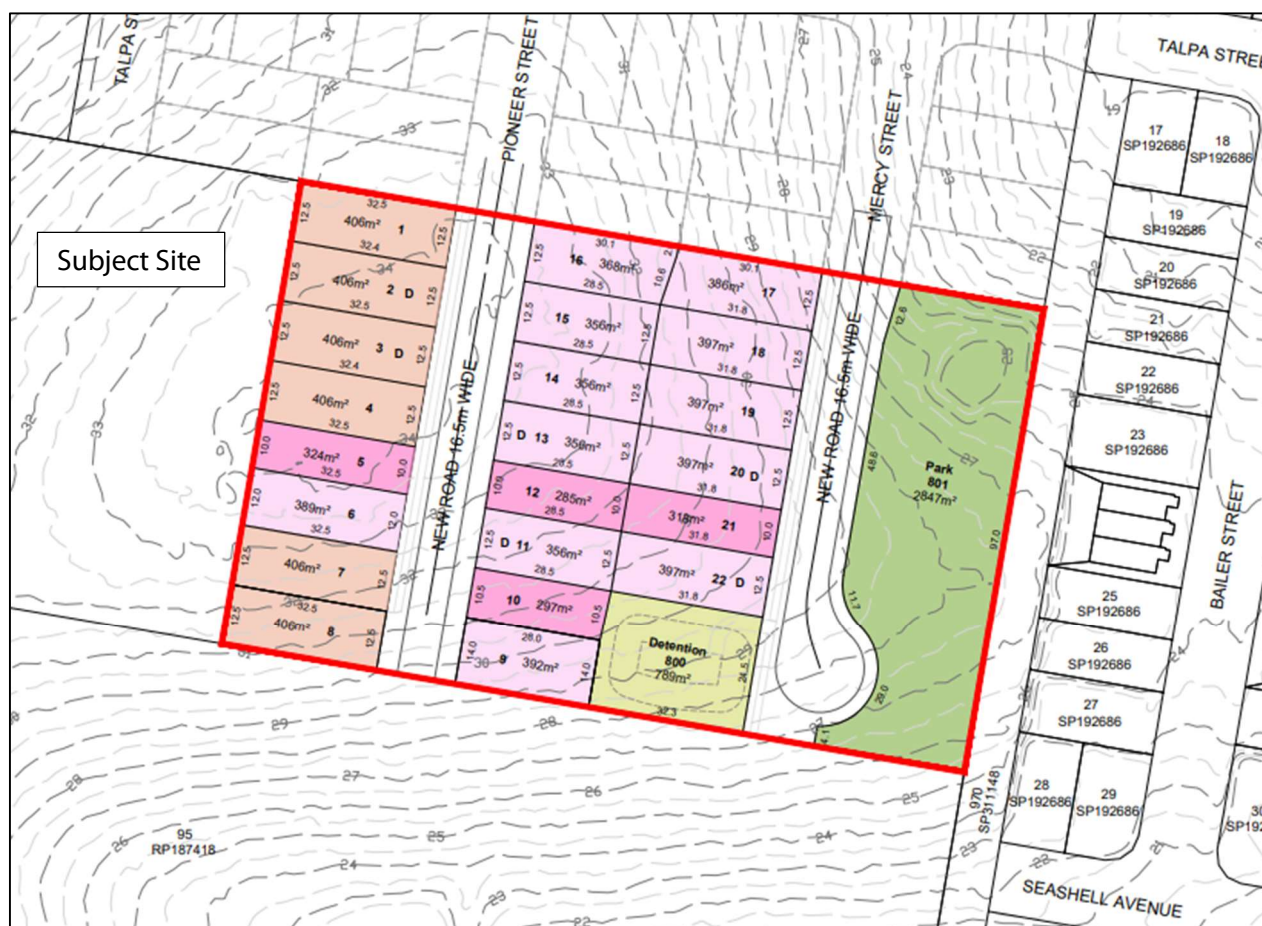


Figure 3: Approved Subdivision 54 George Alexander Way, Coomera (Source: Saunders Havill Group)

2.3.2 Surrounding Sites

The following recent development approval history is relevant to the surrounds:

Council Reference	Address	Description	Approval Date
MCU/2014/732	49 – 51 & 70 George Alexander Way, Coomera	Combined DA for Preliminary Approval (s242 of SPA) Sustainable Planning Act 2009 varying the effect of the planning scheme for development in accordance with the Coomera Woods Locality Plan; and Development Permit for Reconfiguring a Lot to create a 492 lot subdivision (407 developable lots, 85 management lots, roads and public open space)	17 September 2015
ROL/2014/395	31 George Alexander Way, Coomera	Reconfiguring a Lot (1 into 9 lots)	29 September 2015
MCU/2016/205	70 George Alexander Way, Coomera	MCU for Detached Dwellings in accordance with a Plan of Development; and reconfiguring a lot	18 November 2016

		to create 25 lot subdivision, road and public open space	
MCU/2017/1693	49 & 51 George Alexander Way, Coomera	Preliminary Approval for MCU to override the Gold Coast Planning Scheme 2003 for a residential Development in accordance with the 'Coomera Woods – Preliminary Approval – Development Code', with a maximum of 138 Dwellings, which varies the levels of assessment of the Coomera Town Centre Local Area Plan in accordance with the Tables of Development included in the 'Coomera Woods – Preliminary Approval – Development Code' Development permit for Reconfiguration of a Lot (102 Lot Subdivision, Park, New Road and 2 Balance Lots) to occur over four (4) stages	2 January 2018
ROL/2017/439	66 George Alexander Way and 0 Finnegan Way, Coomera	Reconfiguration a lot (1 lot into 36 lots – including 35 residential lots and a future development lot, 2 park lots and road)	2 October 2018
MCU/2018/10	66 George Alexander Way, Coomera	Variation Request for a Material Change of Use for Dwelling House (in accordance with a Plan of Development) and Multiple dwellings (in accordance with the Lot 101 Master Plan)	15 April 2019

2.4. Ecological Assessment of Site

An ecological survey has been conducted of the site, this is included as part of the Ecological Assessment Report (Part 4) and is summarised as follows:

*Vegetation composition varies throughout the project area typically as a result of historical disturbances. Canopy species are dominated by the indicator species of the mapped RE12.11.5 including *Corymbia citriodora*, *Eucalyptus siderophloia*, *E. propinqua* and *E. acmenoides*. Scattered *E. fibrosa* and *Eucalyptus carnea* (Broad-leaved White Mahogany) are also present. The understorey and sub-canopy consist of *A. disparrima*, *A. concurrens*, *L. sauveolens* and *Allocasuarina littoralis*. The ground layer across the site consists of a mix of native and exotic species including *Imperata cylindrica* (Blady Grass), *Dianella caerulea* (Blue Flax-lily), *Heteropogon contortus* (Black Speargrass), *Themeda triandra* (Kangaroo Grass), *Chrysocephalum apiculatum* (Yellow Buttons), *Senecio madagascariensis* (Fireweed), and *Ageratum houstonianum* (Blue Billygoat Weed).*

2.5. Existing Infrastructure

The existing infrastructure arrangements are summarised below and can be read in conjunction with the figure above:

Network	Comments
Stormwater	Runoff generated by the site generally discharges to the existing dam at the western end of the site. Small discharge points are also directed to Talpa Street in the north and to the southern property.
Water	A 300mm dia water main exists within George Alexander Way while 100mm dia water mains exist within Mercy, Pioneer and Talpa Street.
Sewer	Sewer mains exist within George Alexander Way and Talpa Street.
Gas	No gas is provided to the site.
Electrical	Overhead power is provided to the site from George Alexander Way.
Telecommunications	Overhead telecommunications is provided from George Alexander Way.

2.6. Site Photos

The following photographs are of the site and surrounds:



Figure 4: Dwelling House Onsite



Figure 5: Generic Photo of Site



Figure 6: View of Northern Boundary of Site

3. Background

3.1. Coomera Town Centre

Within historic planning documents, the subject site was located within the Coomera Town Centre Structure Plan. This planning was intended to assist the town centre of Coomera achieve its potential as a Major Regional Activity Centre within the Gold Coast and South East Queensland region. The plan focused on the Coomera Rail Station at the core with residential densities radiating from it to create walkable neighbourhoods. Importantly the plan preserves areas of ecological value and open space.

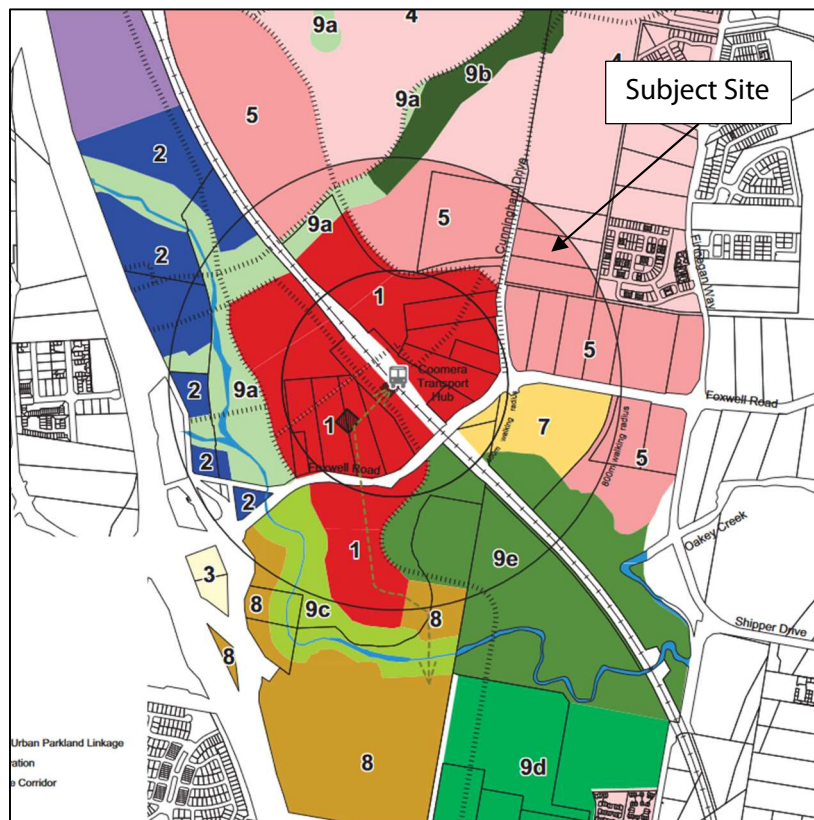


Figure 7: Coomera Town Centre Structure Plan (Source: GCCC)

The current City Plan (v11) matches the zoning of the historic structure plan, hence the curved zone line. The site was thus acquired on the basis of achieving significant residential densities to contribute to the outcomes of the original structure plan vision.

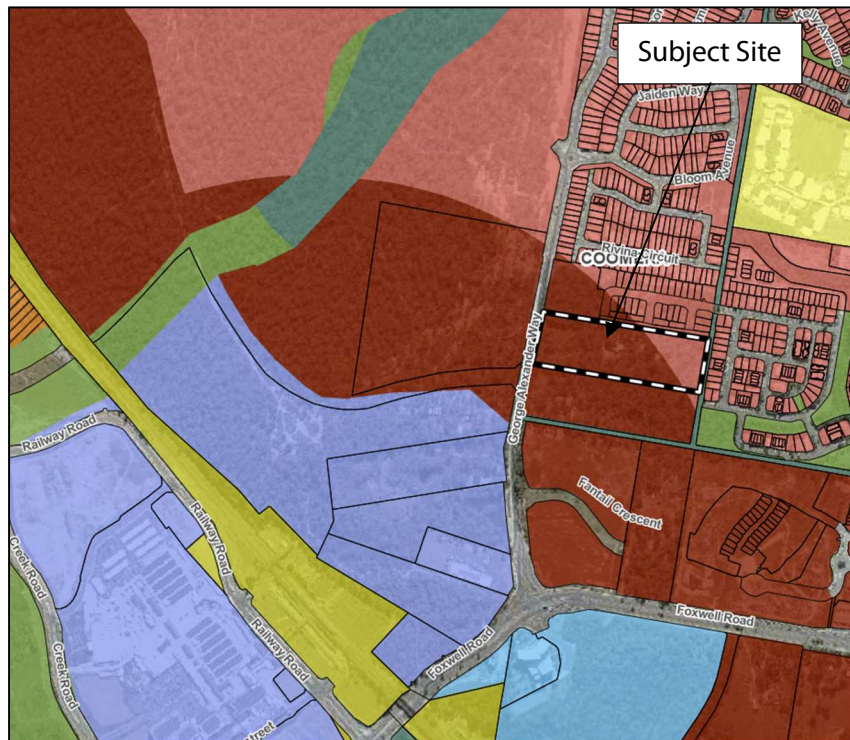


Figure 8: Current Zoning (Source: GCCC)

3.2. Previous Developments

A number of development fronts have become apparent within the area including the subdivision to the immediate north (Council Ref: ROL201700439) that has created Talpa Road extension. This development is undergoing construction with a number of houses/dual occupancies currently occupied. The western balance parcel of this site has been designated for future high density residential development. Recently the balance of the subject site received development approval (COM/2023/16) for 22 lots and new park. It is expected for this type of development to continue to the south, while the blocks fronting George Alexander Way to compliment the high residential nature of the designation.

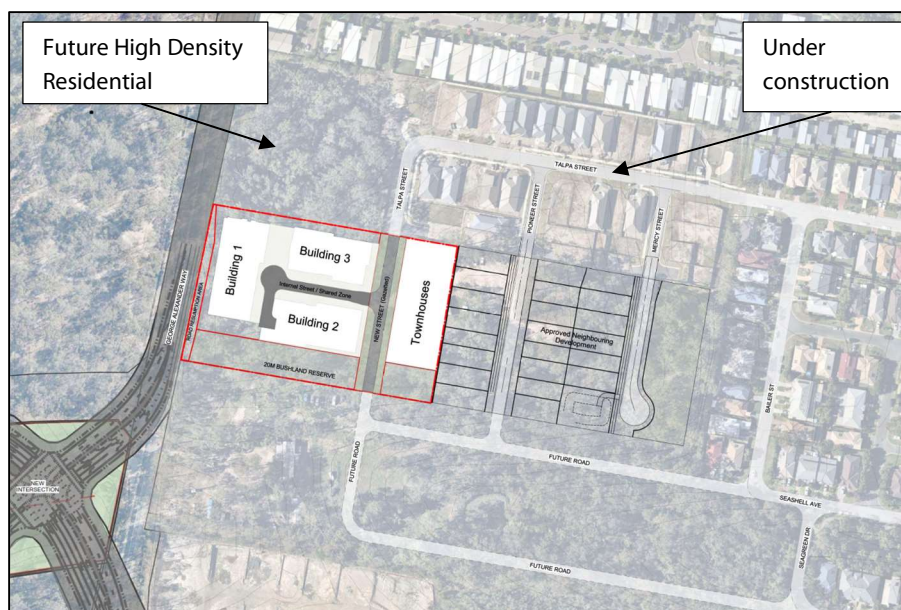


Figure 9: Development Context (Source: Archipelago)

4. Development Proposal

4.1. Proposal Intent

The intent of the development is to deliver a high quality residential development in accordance with the City Plan planning provisions and setting a benchmark for outstanding design outcomes in the area. The proposal is also to deliver much needed residential supply to a high amenity area that is supported by public transport, all levels of education, public parks and nearby retail activity.

4.2. Proposal Summary

The proposed development is for a variety of Multiple dwellings across the site which includes

- 10 x 4 bedroom townhouses;
- 3 x apartment buildings up to 8 storeys in height containing:
 - 30 x 1 bedroom units;
 - 157 x 2 bedroom units;
 - 21 x 3 bedroom units

For titling purposes the application also includes a 2 lot subdivision and creation of new road being an extension to Talpa Street.



Figure 10: Site Concept Plan (Source: Archipelago)

4.3. Proposal Details

The specific details of the proposal are included below:

Aspect	Proposal
Site Area	Development Site - 14,845m ² George Alexander Way Resumption – 475m ² New Road – 1,600m ² Apartment Site – 9,770m ² Townhouse Site – 3,000m ²
Number of Units	218 units
Total Bedrooms	447 bedrooms
Net Residential Density	350 bedrooms/net ha
Building Height	Building 1: 7 storeys – 23m Building 2: 8 storeys – 26m Building 3: 7 storeys – 26m Townhouses: 2 storeys – 6.5m
Site Cover	Apartment Site – 48% Townhouse Site – 47%
Communal Open Space	1,753m ² 2,675m ² Biodiversity Corridor
Setbacks	Lot 1 Front (west) – 7.5m Side (north) – 2m Side (south) – 25m Rear (east) – 5.4m Lot 2 Primary front (east) – 2.5m balcony, 4m wall Side (north) – 4.65m balcony, 5.5m wall Side (south) – 20m Secondary front (west) – 4m
Access	From Talpa Street extension
Car Parking	Apartments – 258 resident spaces 24 visitor spaces 7 motorcycle spaces Townhouses – 2 resident spaces per dwelling 1 visitor space per dwelling
Bicycle Parking	Apartments – 70 resident spaces

Aspect	Proposal
	17 visitor spaces 30 e-bike/scooter charging station
	Townhouses – 1 resident space per dwelling

4.4. Staging

Development is to be over 6 stages as follows:

4.4.1 Subdivision Stage

The subdivision stage will occur initially and be the creation of the townhouse lot and apartment lot for future development. Talpa Street and George Alexander Way road resumption will also be provided within this stage. A temporary turnaround will be created until such time as an extension to Talpa Road is provided. Earthworks and vegetation clearing will occur as part of this initial stage.

4.4.2 Stage 1a

State 1a will include 8 townhouses and a 20m wide bushland reserve at the south of lot 1 as common property. The temporary turnaround is provided until such time as an extension of Talpa Road is provided to the south.

4.4.3 Stage 1b

Stage 1b is removal of the temporary turnaround and the remaining 2 townhouses. This stage will only be completed once Talpa Road is extended to the south.

4.4.4 Stage 2a

Stage 2a is the provision of building 1 of the apartment lot and the creation of the 20m wide bushland reserve as common property. Stage 2a will also provide access and partial completion of the basement.

4.4.5 Stage 2b

Stage 2b includes building 2 and further completion of the basement and common areas.

4.4.6 Stage 2c

Stage 2c is the final building 3 and remaining basement and common areas to complete the development.



Figure 11: Staging Plan (Source: Archipelago)

4.5. Proposed Servicing Arrangements

The following is a summary of the proposed servicing arrangements for the proposed development:

Network	Proposal
Stormwater	Stormwater will be captured and conveyed via the use of pit and pipe drainage as well as overland flow. Stormwater quality tanks/basins and bio-retention areas will provide management of stormwater prior to release from the site.
Water	Water will be connected via the existing water main within Talpa Street.
Sewer	Sewer will be connected via the existing sewer main with Talpa Street.

4.6. Retained Vegetation

The subject site is designated for high density residential development in a well located area Coomera that is serviced by all essential infrastructure, schools, hospitals, major retail, public transport and recreational facilities. The site is also constrained by mapped local and state significant vegetation. A balance has been investigated to deliver much needed high quality and affordable housing while maintaining the biodiversity of the area. A 20m wide area of land along the southern boundary is proposed to be retained and rehabilitated for its ecological values. This includes retention of ## native and koala habitat trees.

The open space is to be held as common property with regular maintenance and upkeep to retain the ecological characteristics of the area.

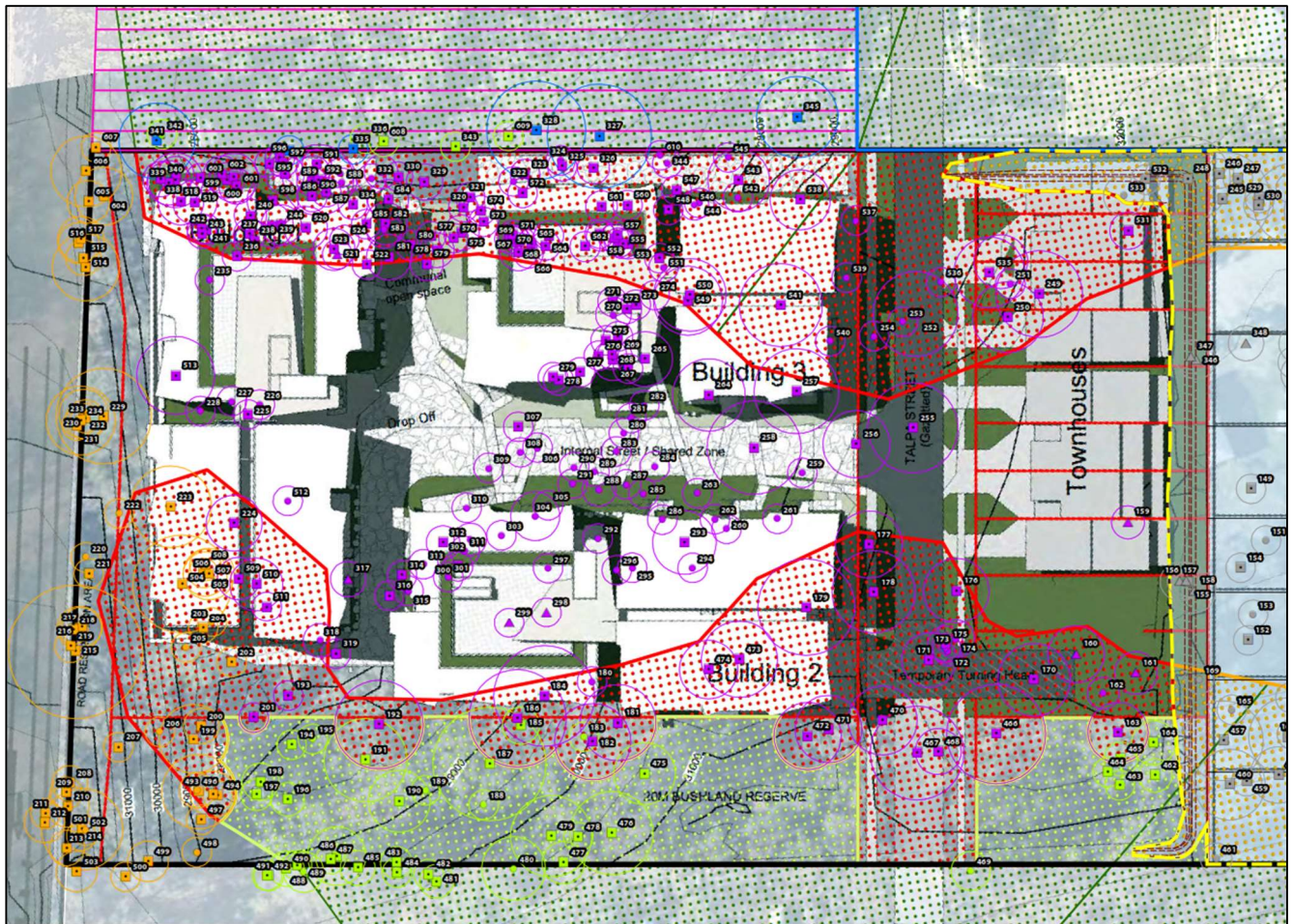


Figure 12: Tree Retention Plan (Source: SHG)

The proposal also includes significant landscaping around, through and on top of the buildings to further assist in greening the area. These proposals contribute to the green outcomes of the area, which is expected to significantly urbanise in the coming years.

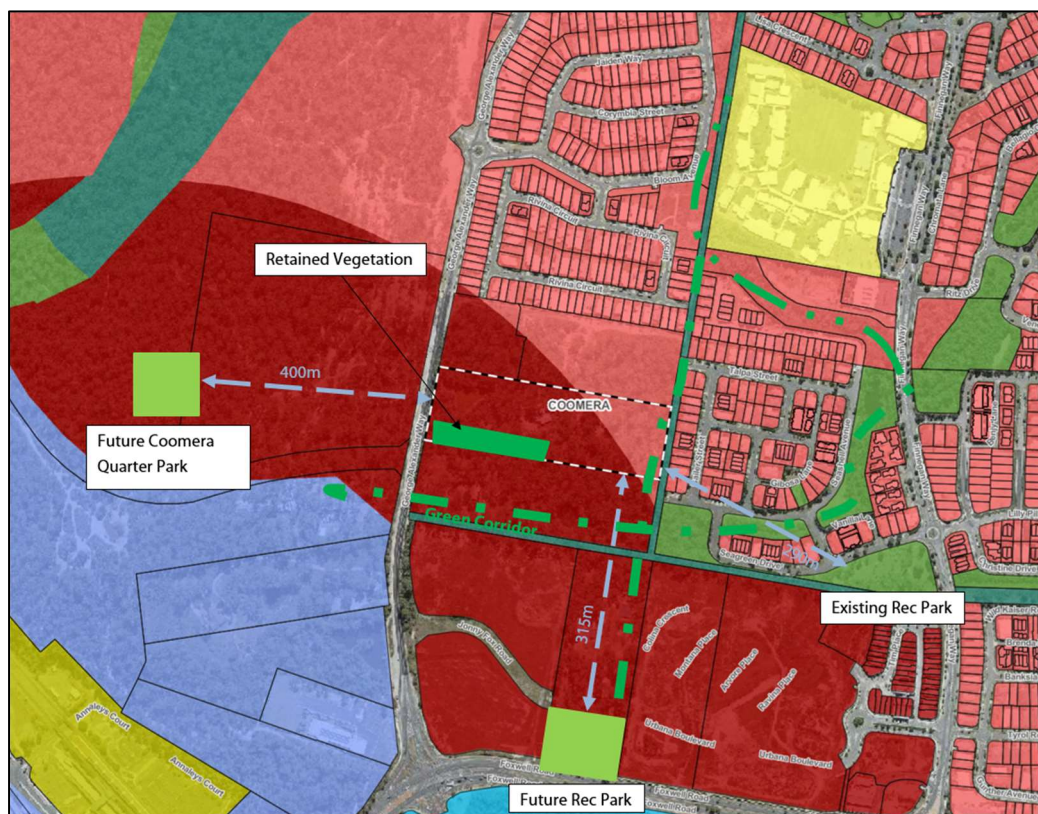


Figure 13: Coomera Green Space

4.7. Access and Car Parking

The proposal includes extension of Talpa Street through the site for further connectivity to the south. Access to the townhouses and apartment building will be directly from the Talpa Road extension. Driveway separation has been provided to maximise on-street car parking.

Until such time as development continues to the south, a temporary turnaround is provided at the end of Talpa Street. Upon extension of development to the south, this temporary turnaround will be removed and stage 2 of the townhouses will be delivered.

Onsite car parking complies with the Planning Scheme Transport Code which includes:

- 2 resident car spaces per townhouse plus a visitor car park within the driveway;
- 258 resident car spaces for the apartment buildings;
- 24 Visitor car spaces for the apartment buildings; and
- 7 motorcycle parking spaces for the apartment building.

Car parking for the apartment buildings is included at ground, sleeved behind the building and within basements.

5. State Framework and Assessment

5.1. Planning Act 2016

The proposed development is assessable and subject to Code assessment and pursuant to section 45(3) of the Planning Act:

A code assessment is an assessment that must be carried out only –

- (a) *Against the assessment benchmarks in a categorising instrument for the development; and*
- (b) *Having regard to any matters prescribed by regulation for this paragraph.*

5.2. Regulated Requirements Prescribed in the Planning Regulation 2017

The regulated requirements prescribed in the Planning Regulation are appropriately reflected in full in the Planning Scheme.

5.2.1 Walkable Neighbourhoods Assessment

The application requires assessment under Schedule 12A of the *Planning Regulation 2017*. The purpose of this assessment is to ensure the reconfiguration supports convenient and comfortable walking for transport, recreation, leisure and exercise in the locality of the lot.

Assessment Benchmarks	Assessment
Connectivity <i>The reconfiguration provides connectivity for pedestrians by—</i> (a) <i>ensuring that any roads constructed or extended in association with the reconfiguration are connected in a grid-like pattern that is responsive to topography and other physical constraints; and</i> (b) <i>ensuring that, to the extent topography and other physical constraints reasonably permit, any roads constructed or extended in association with the reconfiguration, or footpaths provided in relation to the reconfiguration—</i> (i) <i>connect to roads and footpaths in surrounding areas; or</i> (ii) <i>allow for connection to future roads and footpaths in surrounding areas.</i>	The new road is an extension of Talpa Street which connects from the northern to the southern extent of the site.
Maximum length of particular blocks 1) <i>The reconfiguration provides for convenient pedestrian movement by ensuring the length of each boundary of a block for the reconfiguration does not exceed the lesser of—</i> (a) <i>a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or</i> (b) <i>250m.</i>	The block length will be extended to 150m in length. Future development to the south is expected to end the block within the defined 250m maximum length.

- 2) *Subsection (1) does not apply in relation to a block for the reconfiguration that the development application for the reconfiguration states will be subdivided as part of a future stage of development.*

Street trees

The reconfiguration provides shade for comfortable walking by—

- (a) *if a local assessment benchmark for the reconfiguration requires the planting of more than 1 tree per 15m on each side of a new road—complying with the local assessment benchmark; or*
(b) *otherwise—ensuring at least 1 tree is planted per 15m on each side of a new road.*

Street trees will be provided as per the local planning policy or 1 tree per 15m, whichever is the greater.

Footpaths

The reconfiguration provides for convenient and comfortable pedestrian movement by ensuring—

- (a) *(a)for a new road used mainly for providing direct access to a created lot—a footpath is constructed—*
(i) *if a local assessment benchmark for the reconfiguration requires the construction of a footpath on both sides of the new road—on both sides of the road; or*
(ii) *otherwise—on at least 1 side of the new road; or*
(b) *for another new road—a footpath is constructed on both sides of the road.*

A footpath will be provided on at least one side of the street.

Parks and other areas of open space

- 1) *The reconfiguration ensures access to areas for recreation, leisure or exercise by ensuring that, to the extent topography and other physical constraints reasonably permit, a part of each block for the reconfiguration is within 400m of a park or another area of open space that is accessible to the public.*
2) *In this section—*
park *includes—*
(a) *an existing park; and*
(b) *a park, to be provided under a development approval, if development of the park has started; and*
(c) *land identified as a park in a local planning instrument; and*
(d) *land identified in an LGIP for public park infrastructure.*

An approved park is located 100m to the east of the site.

5.3. State Planning Policy

The following State interests, as identified in the State Planning Policy (SPP), are relevant to the subject site and proposed development:

- Environment and heritage
 - Biodiversity
- Safety and resilience to hazards
 - Natural hazards, risk and resilience

We understand the Planning Scheme integrates all these State interests and no further assessment is required.

5.4. Regional Plan

The subject site is identified within the Urban Footprint under the South East Queensland Regional Plan 2009-2031. Furthermore, the site is not identified within a SEQ Development Area. The Planning Scheme does appropriately advance the South East Queensland Regional Plan 2017.

5.5. Designated Premises

The subject site is not a designated premises.

5.6. Temporary Local Planning Instrument

The subject site is not a designated premises

5.7. Referrals

An assessment of Schedules 9 and 10 of the Planning Regulation confirms that the application involves referral to the agencies specified in the following sections. A copy of the referral assessment has been provided within **Appendix A**.

5.7.1 Matters Requiring Referral to the Chief Executive of the Planning Regulation 2017

The State Assessment and Referral Agency (SARA) acts as the referral agency for all matters that require referral to the Chief Executive of the Planning Regulation. The following provides a summary of the matters requiring referral to SARA.

Referral requirement	Referral agency and role	Assessment benchmarks	Location of Response
Schedule 10, part 9, Division 4, Subdivision 1, Table 1	Department of Housing, Local Government, Planning and Public Works - Concurrence	SDAP Code 6	Traffic Impact Assessment
Schedule 10, Part 10, Division 3, Subdivision 3, Table 1	Department of Housing, Local Government, Planning and Public Works - Concurrence	SDAP Code 25	Ecological Assessment Report (Part 4)

A copy of the Development Assessment Mapping System (DAMS) searches is provided within **Appendix A**.

6. Local Framework and Assessment

6.1. Planning Scheme

The proposed development has been lodged pursuant to and assessed against the relevant provisions of the *City of Gold Coast City Plan (v11)* (Planning Scheme) as detailed in the following sections.

6.2. Use Definition

The proposed development is for a Multiple Dwelling. For the purposes of the Planning Scheme, the proposal can be defined as incorporating the following uses:

Use	Definition
	A residential use of premises involving three or more dwellings, whether attached or detached, for separate households.
Multiple Dwelling	<i>Examples include apartments, flats, units, townhouses, row housing, triplex</i> <i>Does not include the following examples: rooming accommodation, dual occupancy, duplex, granny flat, residential care facility, retirement facility</i>

6.3. Category of Development and Assessment

The proposal is assessable development and triggers Code assessment.

6.4. Applicable Assessment Benchmarks

As the application is subject to Code assessment it is only assessable against the assessment benchmarks specified in the Planning Scheme for the development. The following assessment benchmarks are specified for the development in the Planning Scheme and have been addressed as part of this application in the location shown in the table below:

Assessment Benchmark	Responsible Consultant	Response Location
High density residential zone code	Saunders Havill Group	Appendix B
Reconfiguring a lot code	Saunders Havill Group	Appendix B
Bushfire hazard overlay code	Eldon Bottcher Architect	Bushfire Management Plan (Part 4)
Environmental Significance overlay code	Saunders Havill Group	Ecological Assessment Report (Part 4)
Driveways and vehicle crossings code	Saunders Havill Group	Appendix B

Assessment Benchmark	Responsible Consultant	Response Location
General development provisions code	Saunders Havill Group	Appendix B
Healthy waters code	Arcadis	Engineering Services Report (Part 4)
Multiple accommodation code	Saunders Havill Group	Appendix B
Vegetation management code	Saunders Havill Group	Ecological Assessment Report (Part 4)

For descriptions of alternative solutions where acceptable outcomes are not met, see section 8 of this report.

6.5. Zone

The subject site is within the High density residential of the Planning Scheme as shown below.

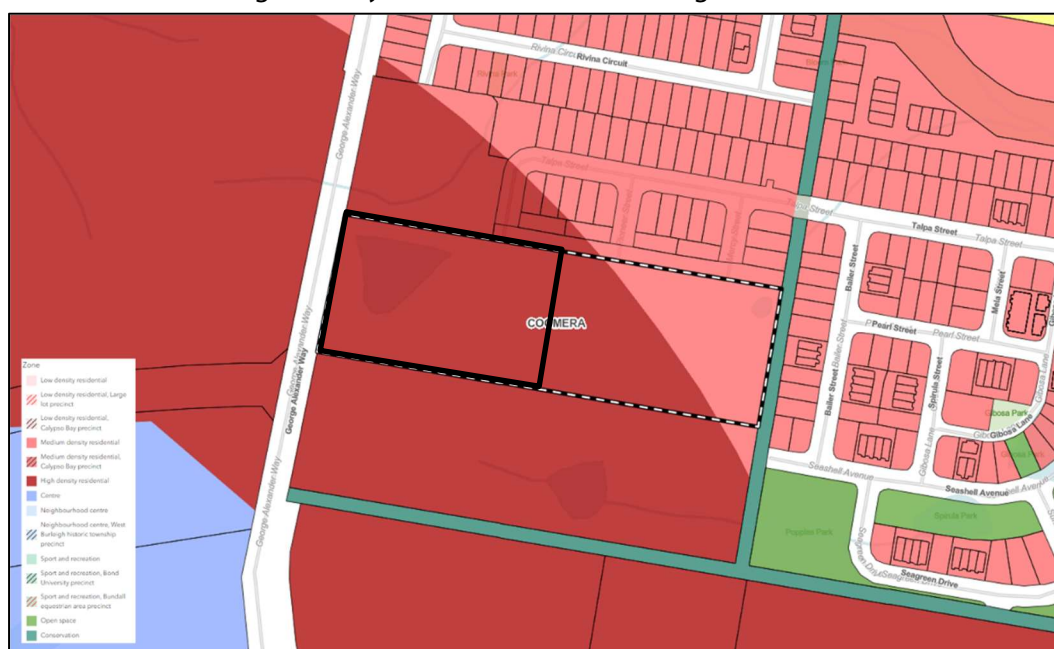


Figure 14: Planning Scheme zoning (Source: City of Gold Coast interactive mapping)

The purpose of the High density residential is:

“to provide for higher density multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.”

The proposal is for multiple dwellings up to 26m in height. This is an envisaged development outcome for the zone.

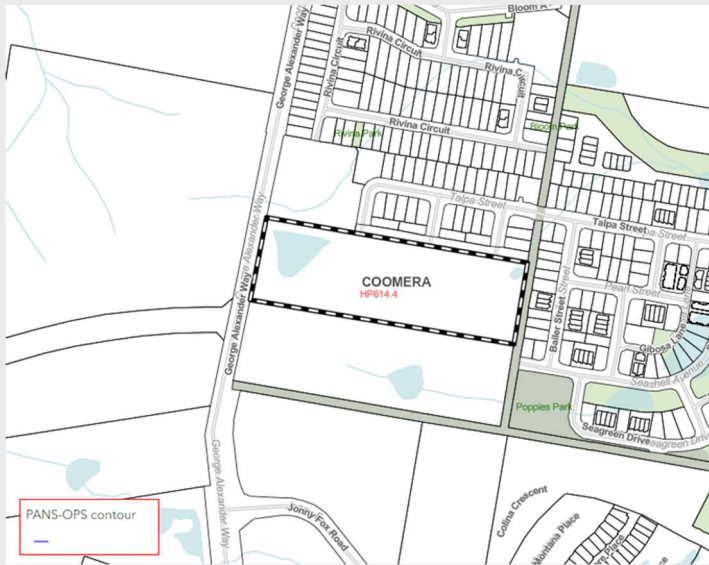
6.6. Overlays

The subject site is affected by the following Planning Scheme overlays:

Overlay

Comment

Airport Environs



The development site is subject to the Airport Environs – Procedures for Air Navigation Services, Aircraft Operation (PANS-OPS) Surfaces. Given the building height is well below that of the maximum height contour the code has not been addressed further.

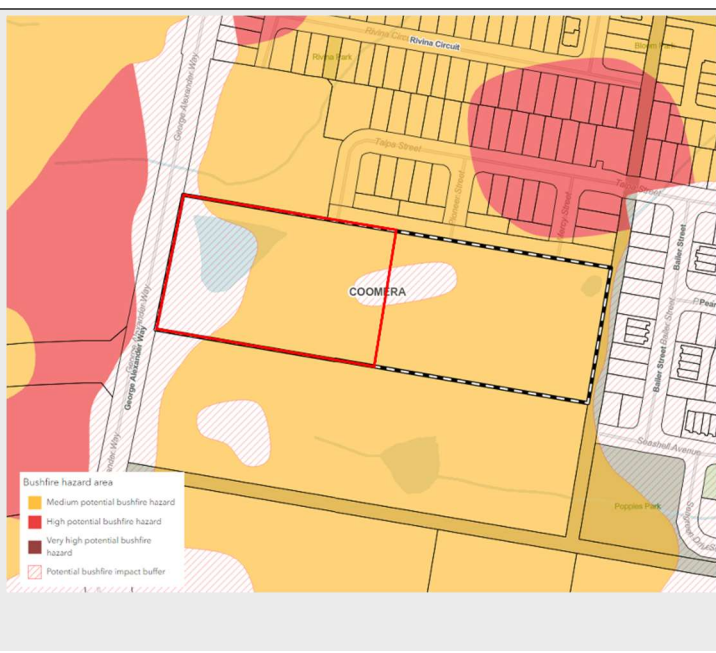
Building Height



The site is mapped as containing a maximum building height of 26m. The proposed buildings do not exceed this height.

Bushfire hazard area

The subject site is affected by medium potential bushfire hazard. As such a Bushfire Management Plan has been prepared (Part 4). A resultant factor of the assessment is the need to stage the development until such time as neighbouring threats have been addressed.

Overlay	Comment
	
Dwelling House Overlay area 	The subject site is included within the Dwelling House Overlay Area. This overlay does not have an overlay code and no further assessment is required.
Environmental Significance	The site is mapped as containing state significant species and koala habitat areas. This matter has been addressed within the attached Ecological Assessment Report (Part 4).

Overlay	Comment
	
Environmental Significance	
	The site is mapped as containing medium priority species. This matter has been addressed within the attached Ecological Assessment Report (Part 4).
Environmental Significance	The north-western portion of the site is mapped with a waterway buffer area. This is area does not contain any built form.

Overlay

Comment



Residential Density



Within the Residential Density Overlay map, the development site is subject to residential density RD7 which allows up to 400 bedrooms per net hectare (1 bed/25m²). The proposal has a maximum density of 350 bedrooms per net hectare.

7. Infrastructure Planning

7.1. Local Government Infrastructure Plan

A review of the Local Government Infrastructure Plan (LGIP) in relation to the subject site and proposed development has been undertaken. It is noted that the subject site is within the boundaries of the Priority Infrastructure Area (PIA).

7.1.1 Trunk Infrastructure

Identified trunk infrastructure within the subject site includes:

- Recreation Linkage Park 19B LL_011

This recreational linkage park has been included as part of the approved subdivision to the east COM/2023/16 as does not form part of this application.

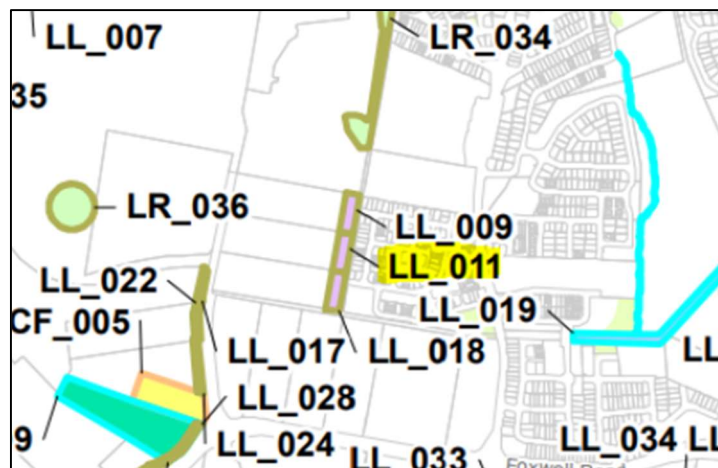


Figure 15: LGIP Recreational Linkage Park (Source: GCCC)

- Road upgrades to George Alexander Way RD_0019 including dedication of land (Parcel A) from the subject site. A total of 475m² of road resumption area is to be provided as demonstrated on the proposal plans (Part 3). Noted in the below resumption figure, Parcel B is required for construction purposes but will ultimately remain within the property.

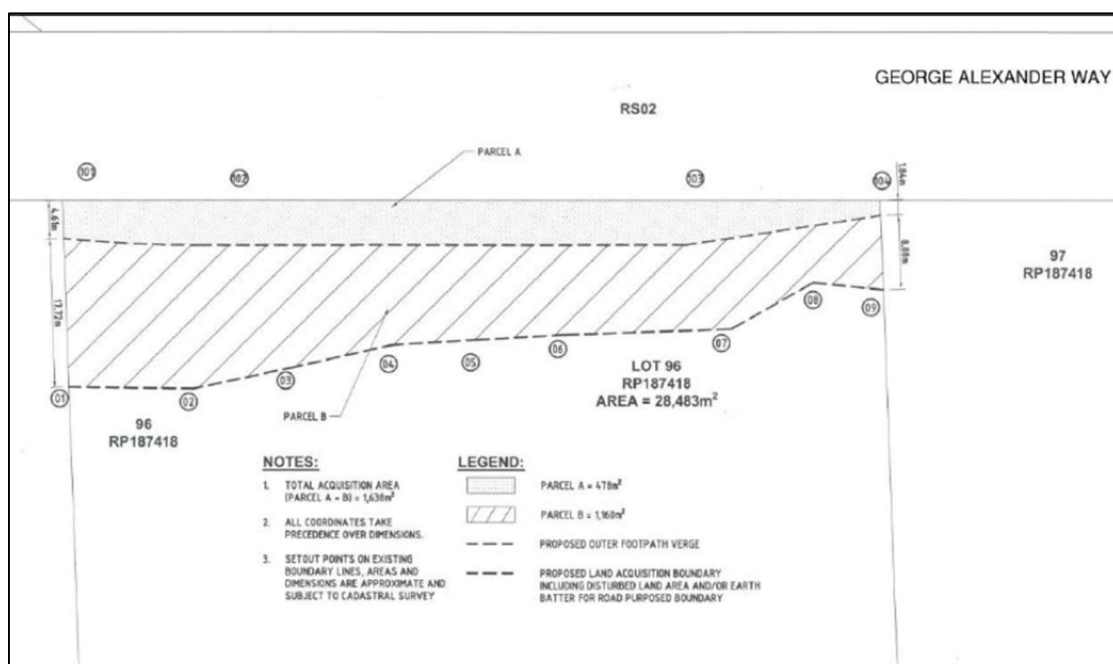


Figure 16: George Alexander Way Dedication Extent (Source: GCCC)

7.2. Infrastructure Charges and Credits

The *Council of the City of Gold Coast Charges Resolution (No.1) of 2023* (the Resolution) was adopted by Council and came into effect on 28 September 2023. The Resolution is in accordance with the Planning Act and sets out certain requirements for infrastructure charges, including maximum charges that can be applied for different types of development.

An assessment of the Resolution has been undertaken for the development. Under the Resolution, infrastructure charges are capped at the following rates for the proposed development:

- Reconfiguring a Lot
 - Local government adopted charge \$33,378.21 per lot
- Material Change of Use – Multiple Dwelling
 - \$23,841.58 for each dwelling with 2 or less bedrooms
 - \$33,378.21 for each dwelling with 3 or more bedrooms

7.2.1 Offsets

An offset against the levied charge applies for the provision of Transport network trunk infrastructure required by Council's LGIP and conditioned under development approval. The entitlement to an offset for transport infrastructure will accrue on the sealing of the plans. The actual value of the trunk infrastructure to be offset for works will be determined in accordance with the process for valuing land and works in the City's Charges Resolution. *The current Charges Resolution is Charges Resolution No. 1 of 2023.*

8. Code Assessment

8.1. Summary of Compliance / Merits of Proposal

An assessment of the proposal has been carried out against the relevant assessment benchmarks and is contained within Appendix B of this report and within technical assessments within Part 4 as described in section 6.4. This is a 'report by exception' and only discusses issues where the development does not meet the relevant acceptable or performance outcome. This is outlined in the table below:

Code	Acceptable/Performance Outcome	Subject Matter
High Density Residential Zone Code	AO1	Setbacks
Multiple Accommodation Code	AO9.3	Communal open space

8.2. Setbacks

Apartment site only:

Performance Outcome	Acceptable Outcome		
PO1 Setbacks: (a) <i>assist in the protection of adjacent amenity;</i> (b) <i>allow for access around the building;</i> (c) <i>contribute to streetscape character;</i> (d) <i>allow for on-site car parking; and</i> (e) <i>provide separation between buildings to maintain view corridors.</i>	AO1 <i>Setbacks are as follows:</i>		
	Setback	Minimum distances measured in metres (m)	
		Height	Setback
	<i>Front for covered car parking (excluding a basement)</i>	<i>all</i>	<i>6m</i>
	<i>Front (excluding covered car parking)</i>	<i>up to 23m</i>	<i>4m</i>
		<i>for that part exceeding 23m</i>	<i>6m</i>
	<i>Side and rear</i>	<i>up to 4.5m</i>	<i>1.5m</i>
		<i>for that part between 4.5m – 7.5m</i>	<i>2m</i>
		<i>for that part exceeding 7.5m</i>	<i>an extra 0.5m is added for every 3m in height or part thereof over 7.5m</i>
	<i>Between on site habitable buildings (where not attached)</i>	<i>Double the applicable side setback</i>	
Alternative Solution For apartment building only: George Alexander Way up to 26m – 3.8m setback New Road up to 26m – 2.5m setback Side (north) up to 26m – 4.5m setback Side (south) up to 26m – 20m setback			
Discussion			

Non compliance with building setbacks are proposed for the apartment buildings on proposed lot 1. The following are the non-compliance and discussion as to how they meet the performance outcome of the code.

George Alexander Way

Building 2's balconies are setback 3.8m from the new George Alexander Way frontage after dedication. While the wall is setback 5.4m. This is considered a minor non-compliance given the balconies are open and George Alexander Way is considered a high-speed environment with little pedestrian activity. New landscaping is also proposed to be planted along this frontage to improve amenity to the road.

New Road Setback

The nearest balcony is proposed to be setback 2.5m from the new road frontage while the wall is proposed to be setback 3.92m. This is considered the front of the building and has the highest amenity standard to the new road frontage. The building is highly articulated with the majority setback greater than 4m from the frontage. High quality landscaping is also provided at the ground level.

Northern Boundary

The northern boundary setback is a minimum 4.5m to the balcony and 5.5m to the wall. There is only a non-compliance for that part of the building above 19.5m in height and the wall setback is compliant. The setback still allows for good separation to the boundary with a landscaped outcome.

8.3. Communal Open Space

Performance Outcome	Acceptable Outcome
PO9 Where the development includes ten or more dwellings, communal open space is provided on site that: (a) is accessible, useable and safe; (b) is designed for the subtropical climate, maximising outdoor living opportunities, and enhancing amenity for residents; (c) is available for the recreational use of all occupants of the development; (d) provides outdoor recreational areas required to service the open space needs of residents or guests of the development; (e) aesthetically complements buildings on the site; (f) provides opportunities for social interaction; (g) is designed and located to reduce internal and external impacts on the amenity of residents and neighbouring premises; and (h) creates a pleasant streetscape by establishing landscaped (incorporating shade trees where practicable) areas adjoining the frontages of the development.	AO9.3 The communal open space required in AO9.2: (a) includes a communal open space area of at least 50% of the total open space requirement in one parcel and, this parcel is outdoors and has a maximum length to breadth ratio of 2.5:1; (b) has a gradient not exceeding one in ten; (c) is clear of all non-recreational structures, including clothes hoists, driveways, water tanks, car parking and garbage receptacles; (d) is readily safe, accessible and convenient to residents; (e) includes an area being at least 10% for deep planting; (f) is designed and located so that it is subject to casual surveillance; (g) utilises hard and soft landscape treatment; (h) is clearly separated from any private areas of the site; and (i) can include indoor recreation facilities such as gymnasiums.
Alternative Solution The proposal meets all provisions of AO9.3 with the exception of 50% (669.5m²) of the area within a single space. Rather, the communal space has been split across 3 x roof tops and ground floor areas. The largest single space being approximately 400m².	
Discussion While an alternative solution to the AO, this outcome is considered superior given the oversupply of communal area. The roof top and ground floor communal areas are of high quality and offer multiple active and passive recreation opportunities. See Plan of Landscape Intent (Part 3) attached for further detail.	

9. Conclusion

This report is written on behalf of Coomera GA Pty Ltd ATF The Coomera GA Unit Trust who seek to develop land situated at 54 George Alexander Way, Coomera for the purposes of Multiple dwellings and land subdivision.

This Town Planning Report and accompanying specialist reports / plans have assessed the proposed development against the provisions of the *Gold Coast City Plan (v11)* and other relevant legislation. Based on this assessment we believe that the proposal is an outstanding outcome for the site based on the following:

- Architecturally designed, high quality multiple dwellings of varying bedroom composition;
- Meeting building height requirements of a maximum 26m;
- Variety of dwelling types with the inclusion of 2 x 4 bedroom townhouse typologies;
- High quality public realm with extension of Talpa Street and significant landscape treatment to building frontages;
- Retention of significant vegetation and rehabilitation of koala habitat area;
- Onsite car parking is provided in compliance with the Transport Code. For the apartment buildings the car parking is sleeved behind the building or located within basements;
- High quality and varying communal open space that include passive and active recreation opportunities;
- Dedication of George Alexander Way as trunk infrastructure.

Importantly the proposal realises the potential of Coomera Town Centre and the need for high quality and affordable residential housing in a well located area.

It is therefore recommended that the proposed development be approved, subject to relevant and reasonable conditions.

10. Appendices

Appendix A

Property Searches

Appendix B

Code Compliance

Appendix A

Property Searches

City Plan property report

Economy, Planning and Environment Directorate

Planning Enquiries Centre

City Development Branch

PO Box 5042 GOLD COAST MC QLD 9729

P: (07) 5582 8708 F: (07) 5596 3653

E: mail@goldcoast.qld.gov.au

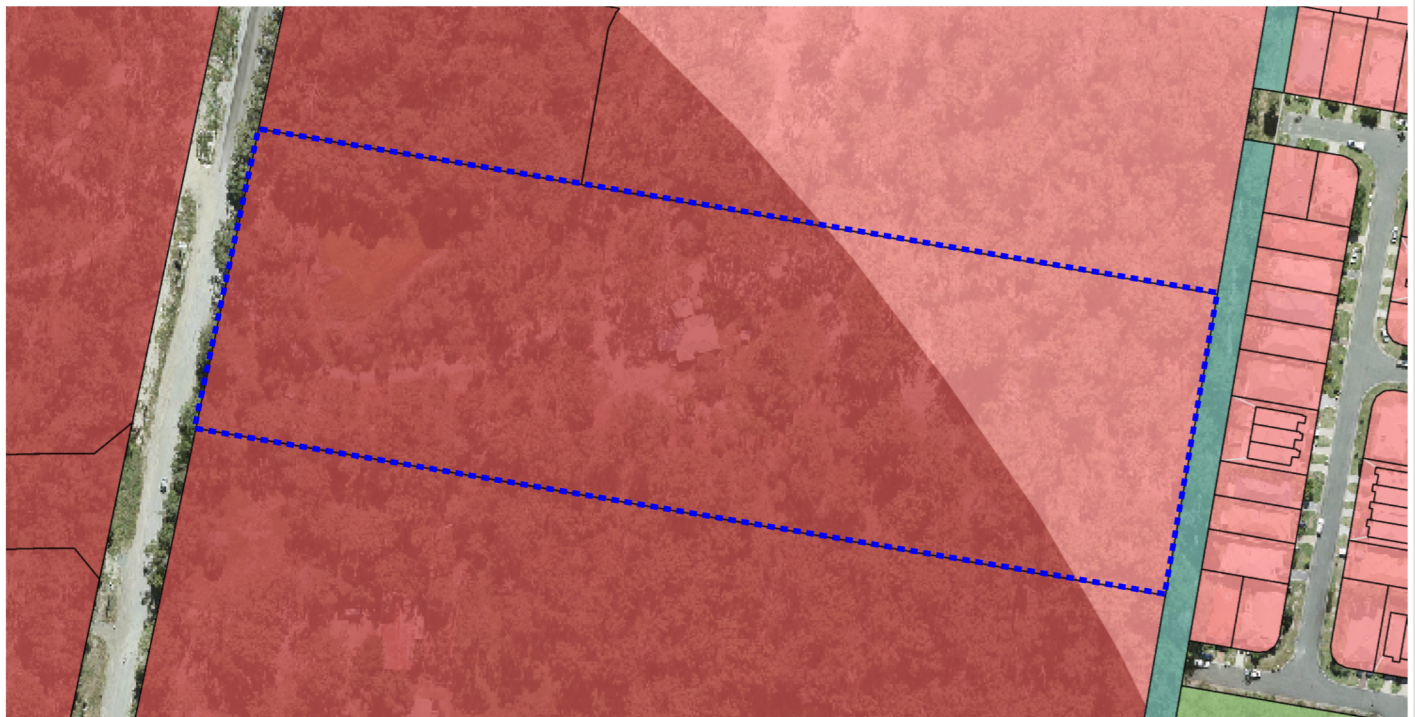
W: cityofgoldcoast.com.au

Property details

Property address	54 George Alexander Way Coomera 4209
Lot and plan	Lot 96 on RP187418
Area	30100m ²
Division	3 (view divisional contact details)

City Plan content

Zone map



Residential zones category Low density residential Low density residential, Large lot precinct Low density residential, Calypso Bay precinct Medium density residential Medium density residential, Calypso Bay precinct High density residential Centres zones category Centre Neighbourhood centre Neighbourhood centre, West Burleigh historic township precinct	Recreation zones category Sport and recreation Sport and recreation, Bond University precinct Sport and recreation, Bundall equestrian area precinct Open space Tourism zones category Major tourism Major tourism, Island resorts precinct Major tourism, Sea World precinct Major tourism, The Spit northern tourism precinct Major tourism, The Spit eastern tourism precinct Major tourism, The Spit southern tourism precinct Major tourism, Wildlife park precinct	Environment zones category Conservation Industry zones category Low impact industry Low impact industry, Future low impact industry precinct Medium impact industry Medium impact industry, Future medium impact industry precinct High impact industry High impact industry, Future high impact industry precinct Waterfront and marine industry Waterfront and marine industry, The Spit marine industry precinct	Other zones category Community facilities Emerging community Extractive industry Extractive industry, Extractive industry indicative buffer Innovation Innovation, Bond University precinct Innovation, Gold Coast cultural precinct Limited development (constrained land) Mixed use Mixed use, Bermuda Point precinct Mixed use, Fringe business precinct	Rural Rural, Rural landscape and environment precinct Rural residential Rural residential, Rural residential landscape and environment precinct Special purpose Special purpose, Special development areas precinct Township Township, Commercial precinct Township, Large lot precinct Unzoned	Functional road hierarchy Arterial road Sub-arterial road Distributor road State road Selected property Property boundaries
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Applicable mapping content		Related City Plan content	
Zone			
Medium density residential		Medium density residential zone code Levels of assessment: • Material change of use • Reconfiguring a lot • Building work • Operational work	
High density residential		High density residential zone code Levels of assessment: • Material change of use • Reconfiguring a lot • Building work • Operational work	
Conservation		Conservation zone code Levels of assessment: • Material change of use • Reconfiguring a lot • Building work • Operational work	
Overlay maps			
Environmental significance - wetlands and waterways: • Waterway 30m buffer area		Environmental significance overlay code Levels of assessment: • Environmental significance - wetlands and waterways overlay	
Local Government Infrastructure Plan maps			
Plan for trunk parks and land for community facilities infrastructure: • Future trunk parks and land for community facilities		Local Government Infrastructure Plan	
Priority infrastructure area		Local Government Infrastructure Plan	
Date created		13 Dec 2021	

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	16454163	Search Date:	04/11/2022 12:54
Date Title Created:	05/04/1983	Request No:	42736605
Previous Title:	16245043		

ESTATE AND LAND

Estate in Fee Simple

LOT 96 REGISTERED PLAN 187418
Local Government: GOLD COAST

REGISTERED OWNER

Dealing No: 721693081 17/05/2022

COOMERA GA PTY LTD A.C.N. 657 309 567
UNDER INSTRUMENT 721693081

TRUSTEE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10445163 (POR 83)
2. MORTGAGE No 721693082 17/05/2022 at 14:19
MEGA INTERNATIONAL COMMERCIAL BANK CO., LTD A.R.B.N. 079 372
688

ADMINISTRATIVE ADVICES

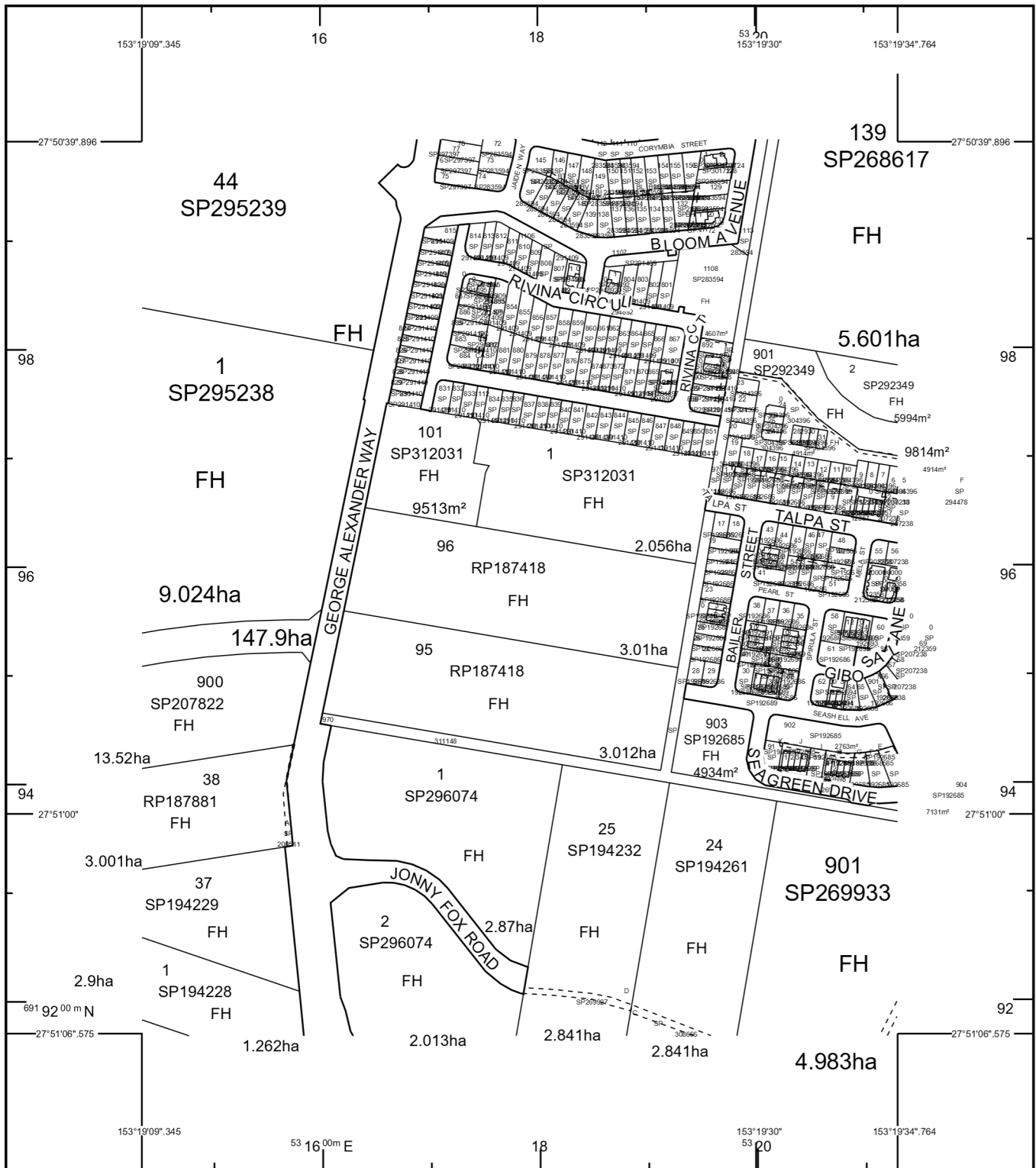
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UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **



STANDARD MAP NUMBER
9542-24234

MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB
Lot/Plan 96/RP187418
Area/Volume 3.01ha
Tenure FREEHOLD
Local Government GOLD COAST CITY
Locality COOMERA
Segment/Parcel 62713/8

CLIENT SERVICE STANDARDS

PRINTED 13/12/2021

DCDB 10/12/2021

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SmartMap

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Based upon an extraction from the
Digital Cadastral Data Base

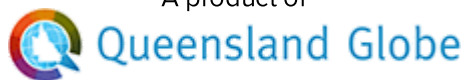


**Queensland
Government**

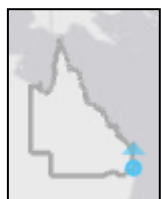
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A product of



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Scale: 1:3500

Printed at: A4

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Projection: Web Mercator EPSG 102100 (3857)

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Road parcel



Land parcel



Land parcel - gt 1 ha



Land parcel - gt 10 ha



Easement parcel



Strata parcel



Volumetric parcel



Land parcel - gt 1000 ha



Land parcel label

Land parcel label - gt 1 ha

Land parcel label - gt 10 ha

Land parcel label - gt 1000 ha

Road crossing



Railway



Road



Cities and Towns



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State Assessment and Referral Agency

Date: 13/12/2021



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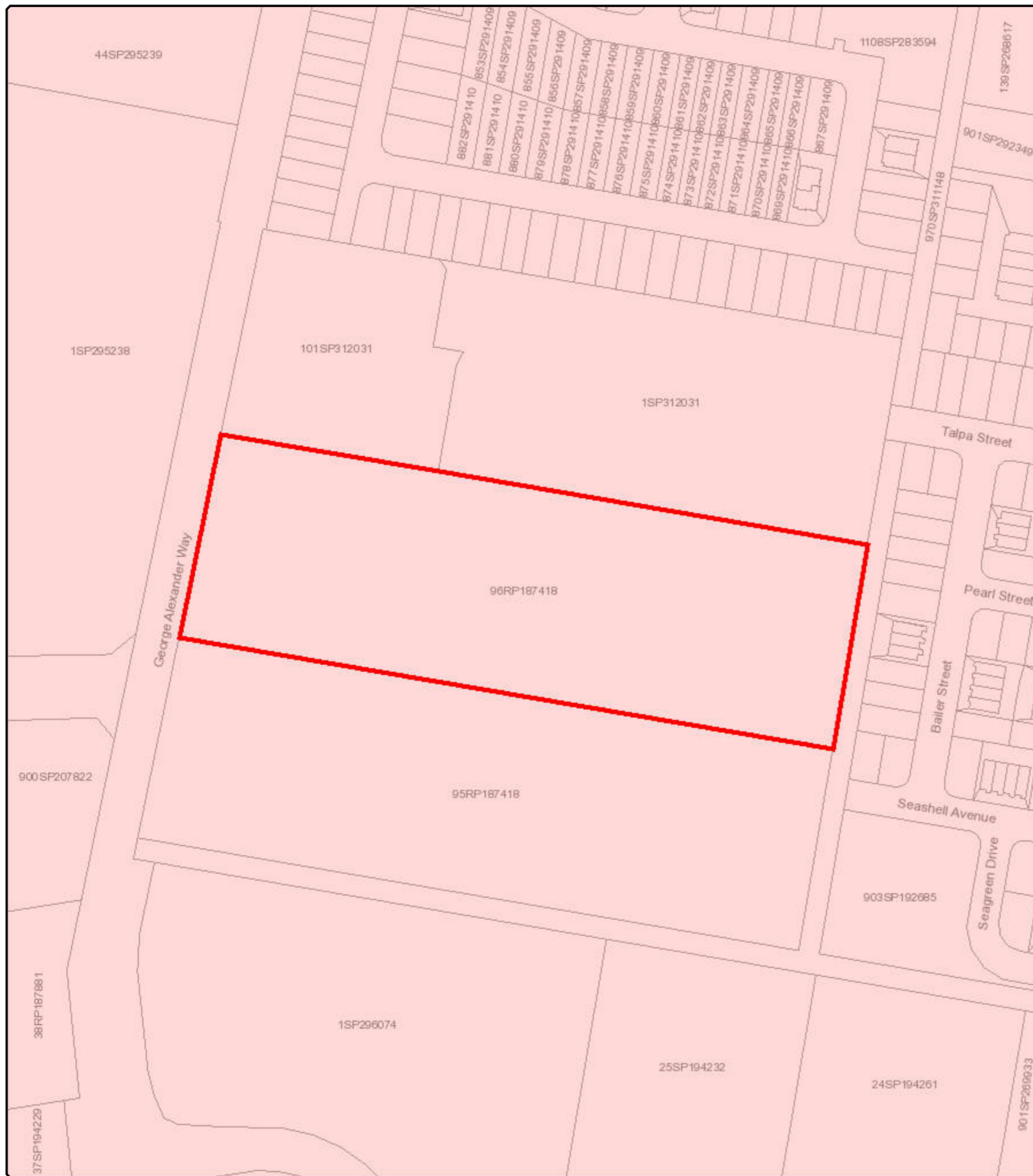


Matters of Interest for all selected Lot Plans

SEQ Regional Plan land use categories
Queensland waterways for waterway barrier works
Water resource planning area boundaries
Regulated vegetation management map (Category A and B extract)
Core koala habitat area

Matters of Interest by Lot Plan

Lot Plan: 96RP187418 (Area: 30100 m²)
SEQ Regional Plan land use categories
Queensland waterways for waterway barrier works
Water resource planning area boundaries
Regulated vegetation management map (Category A and B extract)
Core koala habitat area



State Assessment and Referral Agency

Date: 13/12/2021



Queensland Government

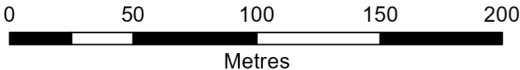
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Legend

SEQ Regional Plan land use categories

- Regional Landscape and Rural Production Area
- Urban Footprint
- Rural Living Area



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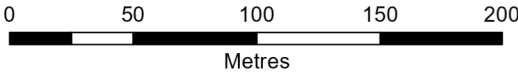


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Legend

- Water resource planning area boundaries
- Water resource planning area boundaries



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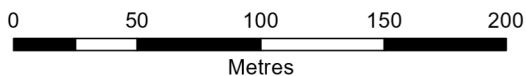
State Assessment and Referral Agency

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Queensland waterways for waterway barrier works

- 1 - Low
- 2 - Moderate
- 3 - High
- 4 - Major

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State Planning Policy - Lot Plan Search

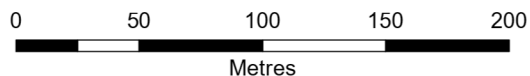
Making or amending a local planning instrument
and designating land for community infrastructure

Date: 13/12/2021



Queensland Government

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State Planning Policy mapping layers - consolidated list for all selected Lot Plans

(Note: Please refer to following pages for State Interests listed for each selected Lot Plan)

BIODIVERSITY

- MSES - Wildlife habitat (koala habitat areas - core)
- MSES - Regulated vegetation (essential habitat)
- MSES - Regulated vegetation (intersecting a watercourse)

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - Local Government flood mapping area*
- Bushfire prone area



Queensland Government

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State Planning Policy
Making or amending a local planning instrument
and designating land for community infrastructure
Date: 13/12/2021

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State Planning Policy mapping layers for each selected Lot Plan

Lot Plan: 96RP187418 (Area: 30100 m²)

BIODIVERSITY

- MSES - Wildlife habitat (koala habitat areas - core)
- MSES - Regulated vegetation (essential habitat)
- MSES - Regulated vegetation (intersecting a watercourse)

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - Local Government flood mapping area*
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Queensland Government

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State Planning Policy
Making or amending a local planning instrument
and designating land for community infrastructure
Date: 13/12/2021

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Appendix B

Code Compliance

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

Note: The whole of the planning scheme is identified as the assessment benchmark for impact assessable development. This specifically includes assessment of impact assessable development against this strategic framework. The strategic framework may contain intentions and requirements that are additional to and not necessarily repeated in zone, overlay or other codes. In particular, the performance outcomes in zone codes address only a limited number of aspects, predominantly related to built form. Development that is impact assessable must also be assessed against the overall outcomes of the code as well as the strategic framework.

6.2.3 High density residential zone code

6.2.3.1 Application

This code applies to assessing all development in the High density residential zone.

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

6.2.3.2 Purpose

- (1) The purpose of the High density residential zone code is to provide for higher density multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land uses:
 - (i) include a range of high density residential uses;
 - (ii) such as Multiple dwellings, Community residences, Dwelling houses on small lots, Short term accommodation, Residential care facilities and Retirement facilities are included in the zone to provide a mix of dwelling types and increase residential density;
 - (iii) such as Relocatable home parks and Rooming accommodation may be included to deliver housing choice, providing they do not reduce the potential to supply a sufficient number of high density residential dwellings and do not detract from the residential amenity of the area;
 - (iv) include neighbourhood centres and stand-alone small scale non-residential development consistent with the **Strategic framework**;

- (v) which carry higher potential for impacts on amenity such as Car washes, Child care centres, Health care services, Food and drink outlets, Shops (other than a supermarket), Veterinary services, Community care centres, Community uses, Educational establishments, Emergency services, Places of worship, Indoor sport and recreation and Parking stations may be considered if appropriately designed and located and not detract from the residential amenity of the area;
 - (vi) involving Tourist-related development such as Tourist parks and attractions but not Party houses, may be considered where they can be supported by City services and do not compromise the amenity or character of the zone and local area; and
 - (vii) do not detract from the residential amenity of the area.
- (b) Housing is provided at a form, scale and intensity that is appropriate for the zone and each particular locality it is in where the following outcomes are satisfied:

Orderly and economically efficient settlement pattern

- (i) degree of public transport service within a 400 metre walking distance, being the most desirable distance for pedestrian access, and the ease and safety of pedestrian access to that service;
- (ii) proximity to major employment concentrations, centres, social and community infrastructure facilities and important amenity features, including the coast, recreational waterways and parkland;
- (iii) capacity of available infrastructure to support the development, including water, sewer, transport and social and community facilities;

Housing needs

- (iv) delivery of a generous mix of housing form, sizes and affordability outcomes that meet housing needs (including housing needs of the future) for the locality;

Design and amenity

- (v) whether intended outcomes for building form/city form and desirable building height patterns are negatively impacted, including the likelihood of undesirable local development patterns to arise if the cumulative effects of the development are considered;
- (vi) retention of important elements of neighbourhood character and amenity, and cultural heritage;
- (vii) whether adjoining residential amenity is unreasonably impacted;
- (viii) achievement of a high quality urban design through highly functional, accessible, attractive, memorable and sustainable buildings and public spaces;

Environment

- (ix) the impacts of any site constraints, including natural hazard and environmental-based constraints; and

Community Benefit

(x) where the development:

- (A) is appropriate having regard to overall outcome (b) (i) to (ix);
- (B) meets all other overall outcomes for the zone; and
- (C) incorporates community benefits in addition to those that could be lawfully conditioned to be provided (i.e. that are required to be provided by this City Plan or reasonably required in relation to the development or use of premises as a consequence of the development), development bonuses are applied in accordance with the **SC6.5 City Plan policy – Community benefit bonus elements**.

Note: SC6.5 City Plan policy – Community benefit bonus elements provides guidance on what might constitute additional community benefits and the supporting material that may be required to demonstrate the degree of benefit.

Note: Development is not required to incorporate community benefits in order to demonstrate that housing has been provided at a form, scale and intensity that is appropriate having regard to overall outcome (b) (i) to (ix).

(c) Character consists of:

- (i) urban neighbourhoods that consist of primarily higher intensity places containing medium to high-rise buildings;
- (ii) a building height that provides a hard and distinct edge to clearly define the higher density locations within the city; and
- (iii) walking and cycling paths, street trees and local streets for shared car and bike use.

(d) Built form (excluding Dwelling houses on small lots):

- (i) has a building height that does not exceed that indicated on the **Building height overlay map**;
- (ii) is setback from side and rear boundaries to protect the amenity of adjoining uses;
- (iii) is setback from road frontages to promote an urban setting and interface with the street; and
- (iv) has varying site cover to reduce building dominance and provide areas for landscaping.

(e) Building form for Dwelling houses on small lots:

- (i) has a building height that does not exceed that indicated on the **Building height overlay map**;
- (ii) protects the amenity of adjacent residences;
- (iii) visually integrates with the character of the locality;
- (iv) provides differentiation by means of articulation; and
- (v) provides adequate space for landscaping along street frontages.

(f) Lot design:

- (i) supports a mix and variety of housing forms envisaged in the zone.

6.2.3.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 6.2.3-2: High density residential zone code – for assessable development

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use	
Setbacks					
PO1 Setbacks: (a) assist in the protection of adjacent amenity; (b) allow for access around the building; (c) contribute to streetscape character; (d) allow for on-site car parking; and (e) provide separation between buildings to maintain view corridors. Note: Building setbacks may also be influenced by the shadow provisions in 9.4.4 General development provisions code. OR Setbacks for Dwelling houses on small lots: (a) assist in the protection of adjacent amenity; (b) visually integrate with the character of the locality; (c) provide differentiation by means of articulation; and (d) allow for on-site car parking.	AO1 Setbacks are as follows:		Townhouses – compliant Front – 7.5m Side – 2m Rear – 5.4m Apartments – performance outcome George Alexander Way up to 26m – 4m New Road up to 26m – 2.5m Side (north) up to 26m – 4.65m Side (south) up to 26m – 20m		
	Setback	Minimum distances measured in metres (m)			
		Height			Setback
	Front for covered car parking (excluding a basement)	all			6m
	Front (excluding covered car parking)	up to 23m			4m
		for that part exceeding 23m			6m
	Side and rear	up to 4.5m			1.5m
		for that part between 4.5m – 7.5m			2m
		for that part exceeding 7.5m			an extra 0.5m is added for every 3m in height or part thereof over 7.5m
	Between on site habitable buildings (where not attached)	Double the applicable side setback			
OR Setbacks for Dwelling houses on small lots:					

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Setback	Minimum distances measured in metres (m)		
	Front	4.5m to wall and balcony		
	Secondary frontage of corner lot	3m (not including projections up to 1m)		
	Covered car parking (not applicable to the rear lane access)	1m behind front wall or balcony; and 6m from the frontage where vehicles access the lot.		
		Height	Setback	

Performance outcomes	Acceptable outcomes			Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Side and rear (not applicable to the secondary frontage of corner lots)	up to 4.5m	1m to wall and balcony 0.5m to outermost projection 0m to class 10 building and/or non-habitable room where: (a) located along a southern or western boundary; (b) a maximum length of 12m where no single part exceeds 6m in length; and (c) at least 1m separation from a habitable window of a neighbouring dwelling.		
		for that part between 4.5m – 7.5m	1.5m to wall and balcony 1m to outermost projection		
		for that part exceeding 7.5m	2m to wall and balcony 1.5m to outermost projection		

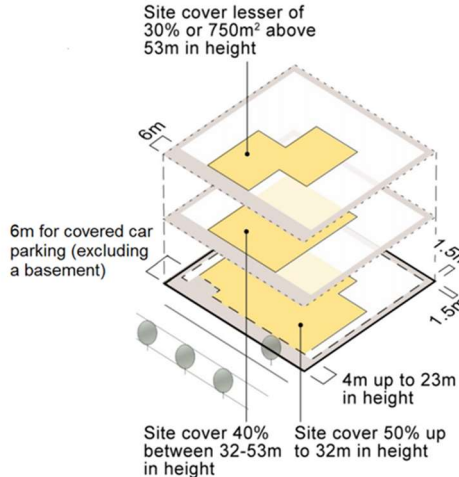
Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Rear lane	0.5m minimum 1m maximum for covered car parking		
 Site cover lesser of 30% or 750m² above 53m in height 6m for covered car parking (excluding a basement) 1.5m 1.5m 4m up to 23m in height Site cover 40% between 32-53m in height Site cover 50% up to 32m in height				

Figure 6.2.3-1
Illustration showing High density residential zone setbacks and site cover outcomes (excluding Dwelling houses on small lots)

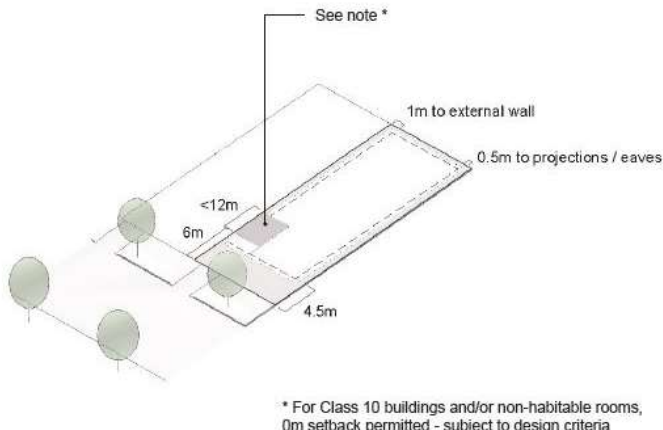
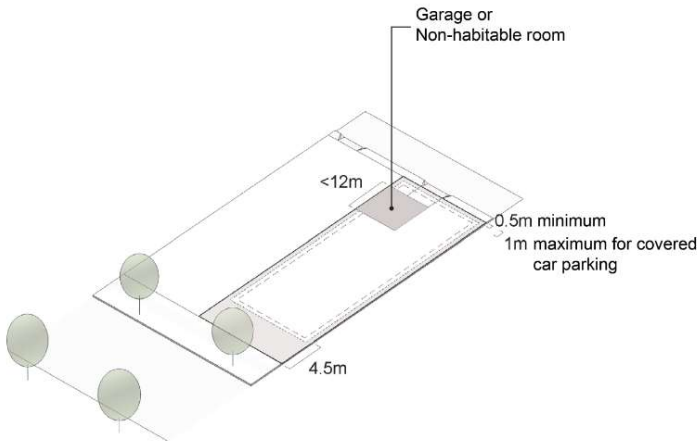
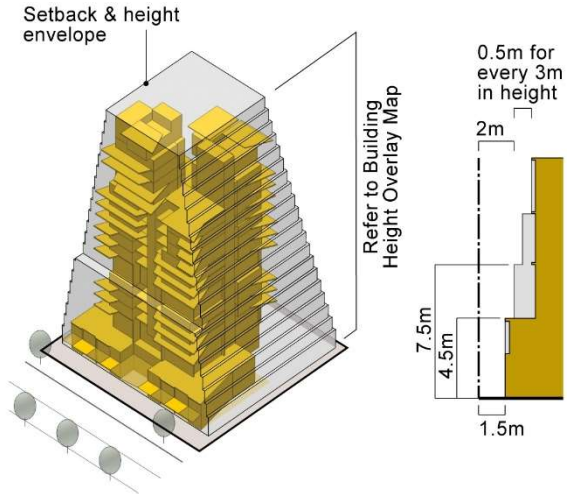
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 See note * 1m to external wall 0.5m to projections / eaves <12m 6m 4.5m * For Class 10 buildings and/or non-habitable rooms, 0m setback permitted - subject to design criteria			

Figure 6.2.3-2

Illustration showing High density residential zone setbacks for Dwelling houses on small lots

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Garage or Non-habitable room <12m 0.5m minimum 1m maximum for covered car parking 4.5m			
Site cover PO2 Site cover:	A02 Site cover does not exceed 50% for Dwelling houses on lots with areas equal to or greater than 400m ² and Dual occupancies. OR Site cover does not exceed 70% for Dwelling houses on lots less than 400m ² . OR For all other uses, site cover does not exceed a cumulative total of:	COMPLIES Townhouse site – 47% Apartment site up to 8 storeys – 48%	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(a) is balanced between built form and green areas for landscaped private open space; (b) contributes to neighbourhood character and amenity; (c) promotes slender bulk form; (d) promotes an open, attractive and distinct skyline; and (e) facilitates small, fast moving shadows.	(a) 50% of net site area up to 8 storeys; (b) 40% of net site area from 9 to 15 storeys; and (c) 30% of net site area or 750m ² per building, whichever is the lesser, above 15 storeys.		
Height			
PO3 Building height and structure height does not exceed 9m or that shown on the Building height overlay map .	AO3 No acceptable outcome provided.	COMPLIES Maximum height of 26m	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Figure 6.2.3-4 Illustration showing High density residential zone setbacks and height outcomes (excludes Dwelling houses on small lots)			
Density			
PO4 For Dwelling houses density is one Dwelling house per lot. OR Density does not exceed that shown on the Residential density overlay map .	AO4 No acceptable outcome provided.	COMPLIES Maximum density of 340 bedrooms/net ha	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
OR Where not identified on the overlay map, density does not exceed one dwelling per 400m ² . OR For Residential care facilities and Retirement facilities there is no performance outcome provided. OR For Rooming accommodation, accommodating more than four unrelated people, density does not exceed one bedroom per 133m ² .			
Lot design (for subdivision only)			
PO5 Lot size and configuration supports a mix and variety of housing forms envisaged in the zone. Note: PO5 does not apply to the creation of small lots where associated with an existing residential building.	AO5.1 Where the site is not mapped on the Residential density overlay map the minimum lot size is 400m ² . OR Where the site is mapped on the Residential density overlay map , new lots meet the following:	COMPLIES Minimum lot size is 3,000m ²	
	Residential density overlay map designation	Minimum lot size	
	RD1	400m ²	
	RD2	300m ²	
	RD3	250m ²	
	RD4	200m ²	
	RD5	125m ²	

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	RD6	No minimum		
	RD7	No minimum		
	RD8	No minimum		
	Note: Lot sizes referenced must be determined exclusive of access strip or access easement area for rear lots.			
Land uses				
PO6 Non-residential uses (other than community uses and neighbourhood centres) are small scale and stand alone.	AO6 A non-residential use (such as a Health care service or Child care centre) includes a single tenancy and does not adjoin another existing or approved non-residential use.		N/A	

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

Note: The whole of the planning scheme is identified as the assessment benchmark for impact assessable development. This specifically includes assessment of impact assessable development against this strategic framework. The strategic framework may contain intentions and requirements that are additional to and not necessarily repeated in zone, overlay or other codes. In particular, the performance outcomes in zone codes address only a limited number of aspects, predominantly related to built form. Development that is impact assessable must also be assessed against the overall outcomes of the code as well as the strategic framework.

9.4.8 Reconfiguring a lot code

9.4.8.1 Application

This code applies to assessing reconfiguring a lot for development 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**.

9.4.8.2 Purpose

- (1) The purpose of the Reconfiguring a lot code is to ensure that the reconfiguring a lot lays the foundations for high-quality urban design that supports the outcomes for the zone and is sensitive to the environment, topography and landscape features.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Subdivisions provide a range of lot sizes and frontages to facilitate:
 - (i) different development expected in the zone;
 - (ii) on-street parking which generally caters for demand within the street; and
 - (iii) public utilities and street trees.
 - (b) Reconfiguring a lot allows for increased yields in close proximity to public transport, retail, commercial, community, and recreation facilities.
 - (c) Reconfiguring a lot where creating small lots, demonstrates a Dwelling house can be accommodated, where it meets the relevant zone code and the **Small lot housing (infill focus) code**, through:

- (i) a site plan for all lots with an area of 250m² to 400m²; and
- (ii) site plan, floor plan and elevations for all lots with an area less than 250m².
- (d) Reconfiguring a lot results in safe and interconnected streets that promote the use of public transport, walking and cycling, and reduces dependency on vehicles. The street network is permeable and legible, facilitating high connectivity between all users and nodes.
- (e) Reconfiguring a lot 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.
- (f) Reconfiguring a lot results in lot configuration and orientation to facilitate climatically responsive site design.
- (g) Reconfiguring a lot takes into account the physical, environmental and infrastructure constraints, creating lots that respond to the natural topography of the land by minimising the extent of earthworks required.
- (h) Reconfiguring a lot contributes to the provision of a safe, accessible, convenient and useable network of open space for local communities.
- (i) Reconfiguring a lot provides for community infrastructure and other non-residential activities to support the local neighbourhood, commensurate with the stages of development.
- (j) Reconfiguring a lot ensures that new lots are connected to essential services and public utilities to meet the demand of end users whilst minimising risk of failure or environmental harm.
- (k) Where necessary, new lots are provided with on-site sewerage facilities that are appropriately sited to respond to on and off site constraints.

Note: Indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2 Coomera Town Centre Indicative Access and Mobility within Part 9.4.13 Transport code.

9.4.8.3 Specific benchmarks for assessment

Part A applies to accepted development subject to requirements.

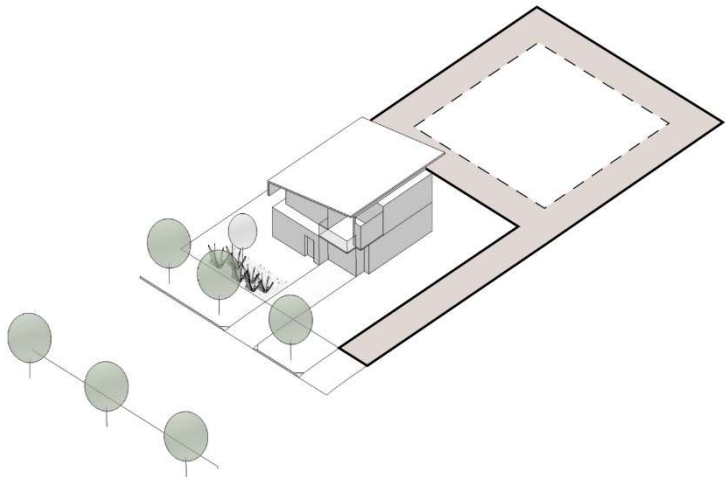
Part B applies to assessable development.

PART A – ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS

There are no requirements for accepted development for this code.

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS**Table 9.4.8-1: Reconfiguring a lot code – for assessable development**

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Reconfiguration of sloping lots			
PO1 Where the development is for residential uses and would result in allotments with an average finished slope that exceeds 10%: (a) earthworking provides for finished ground levels that facilitate development of the allotments for the intended purpose and its related/ancillary areas (e.g. areas of useable private open space) without the need to provide additional retaining walls; and (b) earthworking is undertaken in a way that provides good quality amenity outcomes for future lot users and to the public realm. Note: an earthworking plan illustrating compliance with the above components is Council's preferred method of addressing the above.	AO1 Allotments have an average finished slope less than 10%.	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Additional provisions for creation of rear lots in residential zones			
PO2 Reconfiguration of a lot that creates a rear lot: (a) does not result in unreasonable amenity impacts for adjoining lots by limiting the number of rear lots to one; (b) protects the safety of pedestrians and cyclists by ensuring that access strips to the road frontage are designed to maintain visibility to the verge; (c) provides an adequate internal manoeuvring area for vehicles to exit the rear lot in a forward gear; and (d) allows sufficient street frontage for waste collection.	AO2.1 The rear lot has the same width as the lot it is positioned behind.	N/A	
	AO2.2 Only one rear lot is created.	N/A	
	AO2.3 The rear lot is created for a dwelling house.	N/A	
			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Figure 9.4.8-1 Illustration showing the Reconfiguring a lot outcomes for creation of rear lots in residential zones			
Road access			
PO3 Lot configuration provides safe and efficient access for vehicles and pedestrians to a constructed public road.	AO3 All lots have direct legal access to a constructed public road in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards.	COMPLIES	
PO4 Design and management arrangements of access strips and easements: (a) provide safe and efficient access for vehicles and pedestrians and: (i) are of an adequate width to facilitate the intended function; (ii) are constructed to an appropriate standard; and (iii) do not result in unreasonable detriment or nuisance to an adjacent premises (b) allow for effective and reasonable ongoing maintenance.	AO4.1 Minimum widths for access strips and easements comply with Table 9.4.8-2: Minimum width of access strips or easements.	N/A	
	AO4.2 Parties to an access easement are limited to two lots (e.g. The burdened lot and one benefiting lot).	N/A	
Infrastructure			
PO5 New lots are created with provision of essential services and public utilities, including sewerage, water, electricity and communication services that are designed and located to:	AO5.1 All lots are connected to electricity supply and telecommunications services, with the telecommunications infrastructure designed to support connection to fibre telecommunications infrastructure.	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(a) meet the needs of users; (b) enhance the health, safety and convenience of the community; (c) be cost effective over their life-cycle; (d) minimise adverse impacts to the environment (including the amenity of the local area); (e) minimise risk of failure or damage during a natural hazard event; and (f) support connection to fibre telecommunication infrastructure.	AO5.2 Electricity supply and telecommunications infrastructure are provided underground, where the development involves the creation of more than five lots, five dwellings, or five tenancies, except in the Rural zone.	COMPLIES	
	AO5.3 All new lots within the Local government infrastructure plan boundary are connected to reticulated water supply in accordance with SC6.12 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards , except in the Extractive industry, Rural and Conservation zones.	COMPLIES	
	AO5.4 All new lots within the Local government infrastructure plan boundary are connected to reticulated sewerage in accordance with SC6.12 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards , except in the Extractive industry, Rural and Conservation zones, and those lands within the Rural residential zone unless specifically stated in the Rural residential zone code.	COMPLIES	
	AO5.5	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	On-site water supply is provided in accordance with SC6.12 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards for all new lots created in the Extractive industry, Rural, Rural residential and Conservation zones or in areas outside the Local government infrastructure plan boundary.		
	AO5.6 On-site sewage disposal is provided in accordance with Council's <i>Guidelines for the Installation and Operation of Aerobic Wastewater Treatment Plants for Domestic and Small Scale Commercial Users 1995</i> and AS1547 for all new lots created in the Extractive industry, Rural, Rural residential and Conservation zones or in areas outside the Local government infrastructure plan boundary.	N/A	
On-site sewerage provision			
PO6 The sewerage disposal area is located in a position that is sufficiently separated from adjoining property boundaries and nearby waterways.	AO6 For development involving on-site sewage disposal, an Effluent Disposal Report prepared by a qualified expert shall be submitted demonstrating that new lots are of a sufficient size and design to allow for the required separation distances of the disposal area from:	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(a) adjoining property boundaries; (b) adjacent wastewater systems; (c) nearby waterways; (d) inappropriate soil types; and (e) other general site constraints that would inhibit the disposal of wastewater to an acceptable environmental and health standard. Note: the Effluent Disposal Report shall demonstrate the type, size and location of the effluent disposal and dispersal area, the extent of vegetation clearing that is required to achieve the disposal and dispersal area, and the extent of earthworks required to achieve the effluent disposal.		
Rearranging lot boundaries			
PO7 Rearranging a lot boundary results in lots which have practical shapes and allow for the intended uses described in the zone. Note: irregular shaped lots will only be accepted to address encroachments.	AO7.1 The rearranging of a lot boundary does not restrict the lawful use of either lot.	N/A	
	AO7.2 The rearranging of a lot boundary results in lots which comply with the applicable zone requirements.	N/A	
	AO7.3 The rearranging of a lot boundary ensures that a building or structure that is not intended for common use and sharing by a formal title arrangement is not located across a boundary or within a setback.	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Additional provisions for volumetric subdivisions			
PO8 Volumetric subdivision (of the space above or below ground level) facilitates efficient delivery of development and does not result in the creation of parcels that cannot achieve any development rights, or that will not have adequate access to infrastructure. Note: a Building Management Statement(s) ('BMS') may be conditioned to ensure compliance with this provision. The BMS will be required to note the continuing application of existing development permits.	AO8 No acceptable outcome provided.	N/A	
PO9 The volumetric subdivision does not compromise any of the requirements of the earlier development approval.	AO9 No acceptable outcome provided.	N/A	
PO10 Adequate access to services and facilities is provided for all lots, including water, sewer, access, car parking, etc. in accordance with earlier development approvals. Note: a Building Management Statement(s) ('BMS') may be conditioned to ensure compliance with this provision. The BMS will be required to note the continuing application of existing development permits.	AO10 No acceptable outcome provided.	n/a	
Housing diversity			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO11 Residential subdivisions creating 10 or more lots vary lot sizes to accommodate potential multiple dwelling development where the zone allows.	AO11 No acceptable outcome provided.	N/A 2 lot only	
PO12 Small lots in residential subdivisions are distributed amongst larger lots to facilitate variation in dwelling form and to meet the purpose of the zone.	AO12 No acceptable outcome provided.	N/A	
PO13 Narrow lots are distributed amongst wider lots to provide: (a) variation in dwelling form; (b) space for public utilities and street trees; and (c) on-street parking. Note: Rear lane layout is required for a series of lots with frontages less than 10m.	AO13 No acceptable outcome provided.	N/A	
Creation of small lots			
PO14 Reconfiguring a lot where creating small lots demonstrates a Dwelling house can be accommodated, where it meets the relevant zone code and the Small lot housing (infill focus) code , through:	AO14 No acceptable outcome provided.	N/A No small lots	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(a) a site plan for all lots with an area 250m ² to 400m ² ; and (b) site, floor plans, and elevations for all lots with an area less than 250m ² . Notes: (a) PO14 does not apply to the creation of small lots where associated with an existing residential building. (b) House plans provided as part of a Reconfiguring a lot application will not be conditioned as part of an approval.			
Circulation and street access design			

PO15 An overall street network is provided which: (a) prioritises pedestrians and cycling over motor vehicles; (b) establishes a connected and legible street network; (c) provides a high level of accessibility by way of inter-connected streets and external connections for all users of the road network (pedestrians, cyclists and vehicles); (d) creates safe conditions for pedestrians, cyclists and vehicles for both day and night-time usage; (e) caters for the extension of existing or future public transport routes to provide services that are convenient and accessible for all the community; (f) facilitates connections for future development, minimising travel distances; (g) are designed to be responsive to the natural contours of the land; (h) facilitates safe and efficient access for service vehicles including refuse collection; and (i) does not compromise future development to achieve the same outcomes listed above.	AO15 Streets are designed to: (a) comply with design standards in SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards; (b) establish a safe walkable and permeable street network that provides clear pedestrian and cycle access to commercial, public transport, parks and community service areas; (c) provide street trees in accordance with SC6.13 City Plan policy – Landscape work; (d) allow for efficient, safe and unimpeded movement of buses alongside pedestrians, cyclists and other motorists; (e) incorporate signals, pedestrian refuge and splitter islands for the safe crossing of pedestrians and cyclists for intersections and long roads; (f) accommodate service vehicle requirements; (g) have footpaths that link to existing footpaths, road crossings, parks and public transport facilities, and designed in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards; (h) provide street lighting in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards; and (i) provide for future extensions to the street network.	Complies 16.5m wide local road	
PO16 The function and capacity of the road network is maintained, and does not compromise or impact on the safety and	AO16 No acceptable outcome is provided.	Complies	

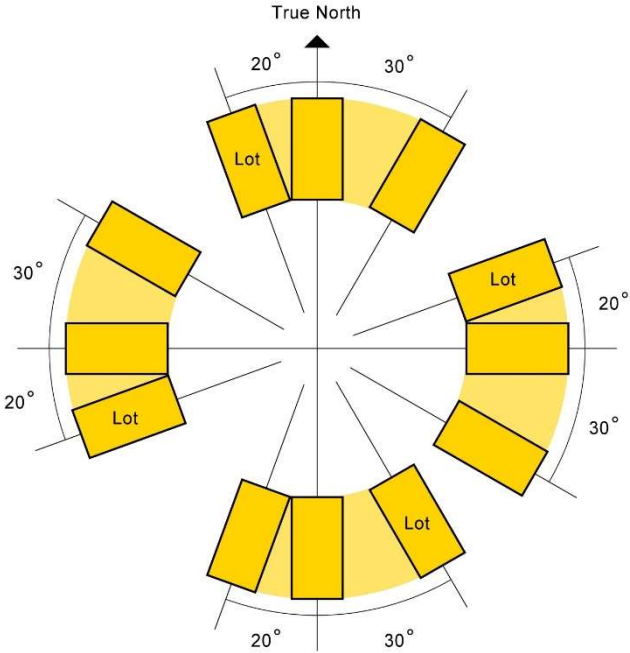
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
operation of the existing and planned road network. Note: A Traffic Impact Assessment is Council's preferred method of addressing the above outcome, particularly for the following instances: (a) site access is from a road identified on the Functional road hierarchy (indicated on the Zone maps in Schedule 2); or (b) site access is from a road identified on the Pacific motorway service road types overlay map; or (c) site access is within 100m of a signalised intersection; or (d) site access is within 50m of a roundabout; or (e) a new intersection is proposed; or (f) density outcomes in a zone code are exceeded; or (g) development has the potential to increase existing background traffic (peak period or daily traffic movements) ≥ 5 percent.			
PO17 Development 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.	AO17 No acceptable outcome provided.	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Note: indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2 within Part 9.4.13 Transport code.			
Driveways and vehicle crossings			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO18 Driveways and vehicle crossings for proposed lots are considered in the design of the lots to ensure there are no conflicts with existing or proposed city infrastructure, utility infrastructure and street trees. Note: A subdivision plan showing indicative driveways and vehicle crossings for proposed lots is the method of demonstrating compliance with this performance outcome.	AO18 No acceptable outcome provided.	COMPLIES	
PO19 Driveways and vehicle crossings for proposed lots are considered in the design of earthworks to ensure appropriate slope gradient from the road carriageway to future building envelopes can be achieved in accordance with SC6.12 City Plan policy – Land development guidelines and <i>AS2890:2009 Parking Facilities</i> . Note: A subdivision plan showing existing and proposed earthworks and the gradient from the road carriageway to the proposed building envelopes is the method of demonstrating compliance with this performance outcome.	AO19 No acceptable outcome provided.	COMPLIES	
Additional provisions for subdivisions which result in the creation of 20 lots or more			
Neighbourhood design, character and integration			
PO20 Development provides a neighbourhood with a strong and positive identity, through:	AO20 No acceptable outcome provided.	N/A 2 lots only	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(a) clearly readable streets and useable open space networks; (b) an appropriate response to site characteristics and settings (including landmarks and views); (c) development of a scale consistent with the surrounding urban area, with open space and roads interconnecting to adjoining networks; (d) allowing for increased densities in close proximity to public transport and local services; (e) location of community, retail and commercial facilities at walkable focal points; and (f) providing for a safer community by maximising opportunities for casual surveillance, minimising opportunities for crime and vandalism. Note: a Comprehensive Plan of Development submitted as part of a material change of use application, prepared in accordance with SC6.6 City Plan policy – Comprehensive plans of development, is Council's preferred method of addressing the above outcomes.			
Climatically responsive design			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO21 The street and lot orientation facilitates the construction of energy-efficient buildings that respond to the local climatic conditions by: (a) maximising solar access to the north in winter; (b) minimising solar access to the east and west in the summer; (c) maximising access to any prevailing summer breezes; and (d) minimising exposure to prevailing winter winds.	AO21.1 A site analysis prepared in accordance with SC6.14 City Plan policy – Site analysis identifies how the proposed lot orientation results in the potential for energy efficient buildings that respond to the local climatic conditions.	N/A 2 LOTS ONLY	
	AO21.2 Roads and lots are generally configured in a grid pattern and run in: (a) north-south direction within 20° west and 30° east of north; and (b) east-west direction within 30° south and 20° north of east.	N/A 2 LOTS ONLY	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Preferred orientation of new lots Figure 9.4.8-2 Illustration showing the Reconfiguring a lot preferred lot orientation outcomes			
Public transport integration			
PO22 Subdivision design supports public transport integration.	AO22 At least 60% of lots are within 400m walking distance of roads which have a minimum carriageway width of 10m and are capable of supporting a bus route.	N/A 2 LOTS ONLY	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Centre design outcomes			
PO23 Subdivision provides on-street car parking opportunities within neighbourhood and mixed use centres that are designed to a suitable standard to allow for: (a) the activation of the activity node; and (b) the creation of pedestrian friendly streets.	AO23 No acceptable outcome provided.	N/A 2 LOTS ONLY	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Retail and community services			
PO24 Large developments include a site for the location of neighbourhood stores and community facilities to promote a walkable neighbourhood. Note: an adaptable sales office which is used as a shop after the completion of subdivision sales would satisfy this performance outcome.	AO24.1 Lots are allocated and designed to accommodate neighbourhood stores and for community facilities in subdivisions of more than 250 lots.	N/A 2 LOTS ONLY	
	AO24.2 Any lots identified as suitable for neighbourhood stores or community facilities are located in prominent and easily accessible locations within the development.	N/A 2 LOTS ONLY	
Open space provision			
	AO25.1 Land intended for public open space is of a physical standard and condition in accordance with the SC6.12 City Plan policy – Land development guidelines, Section 5 – Public open space standards .	N/A 2 LOTS ONLY	
	AO25.2 For trunk recreational open space Recreation and sporting parklands and land for community facilities are designed and provided in accordance with the Local government infrastructure plan and approved Council master plans. OR Public open space is provided in accordance with an already approved open space strategy, relevant approved material change of use, adopted concept plan, master plan or structure plan.	N/A 2 LOTS ONLY	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO25 A public open space network is provided which: (a) has a range of recreation settings and adequate facilities to meet the needs of the community; (b) offers opportunities for residents to conveniently participate in passive recreational activities; (c) delivers well distributed public open space that contributes to the legibility, accessibility, safety, and character of the development; (d) creates safe and attractive settings and focal points; (e) facilitates casual surveillance from adjacent streets and land uses and provides for open space areas with public road frontages; (f) delivers stormwater and flood management and care of valuable environmental resources; and (g) is cost effective to maintain.	AO25.3 For non-trunk recreational open space Residential subdivisions creating more than 100 lots provide a minimum of 20m ² of land per dwelling, for open space that is: (a) within 400m walking distance of all residential lots; and (b) designed to adequately meet the recreational needs of users.	N/A 2 lots only	
PO26 The design and location of open space results in high-quality parkland which:	AO26.1 Open space is provided adjacent to waterway buffers with roads servicing linear parkland, and lots located on the opposite side of the road.	N/A 2 LOTS ONLY	
	AO26.2 Open space for conservation purposes is consolidated with other conservation areas to allow for a connected movement corridor.	N/A 2 LOTS ONLY	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(a) enables the retention and protection of matters of environmental significance, their associated buffers, assessable vegetation, habitat features and natural cultural features; (b) contributes to the visual amenity of the area and facilitates casual surveillance; (c) can be easily accessed along road frontages; (d) directly adjoins existing or proposed open space areas; and (e) creates opportunities for linkages between open space areas.	AO26.3 Recreational open space areas less than 5,000m ² directly adjoin existing or proposed recreational open space areas to provide: (a) a consolidated useable area; and (b) connectivity between open spaces.	N/A 2 LOTS ONLY	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Open space, safety and design			
PO27 Open space areas are designed and managed to promote user safety.	AO27.1 Areas intended for use during times of darkness are lit in accordance with SC6.12 City Plan policy – Land development guidelines, Section 5 – Public open space standards.	N/A 2 LOTS ONLY	
	AO27.2 Casual surveillance is achieved by parks and open space being overlooked by housing, commercial or other development, as well as passing pedestrian and vehicle traffic.	N/A 2 LOTS ONLY	
	AO27.3 Fencing greater than 1.2m in height adjoining a park is to be at least 50% transparent (i.e. swimming pool style or timber picket fencing) and any landscaping adjacent to the fence is to be designed to maximise the opportunity for casual surveillance.	N/A 2 LOTS ONLY	
Staging of subdivision			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO28 Staging of the subdivision ensures that: (a) all development within the stage is connected to a constructed road; (c) all development within the stage is connected to appropriate infrastructure to service the lots; and (d) safe and convenient access is provided to public transport, open space, community facilities, convenience shopping and local employment opportunities.	AO28 Subdivision staging is designed to ensure each stage provides: (a) legal and practical access to all lots from a constructed road; (b) all infrastructure (water mains, sewer reticulation, electricity etc.) to all the lots; (c) safe and convenient access to public transport, open space, community facilities, convenience shopping and local employment opportunities.	N/A 2 LOTS ONLY	

Table 9.4.8-2: Minimum width of access strips or easements

Zone	Minimum width of access strips or easements (metres)
Rural	10
Rural residential	6
Township	4.5
Low density residential	4.5
Medium density residential	4.5
High density residential	6.0
Centre	4.5
Neighbourhood centre	4.5
Mixed use	8
Medium impact industry	8
Low impact industry	8
Extractive industry	10
Waterfront and marine industry	8
Community facilities	4.5
Sport and recreation	4.5
Open space	15
Emerging community	No acceptable outcome provided
Conservation	No acceptable outcome provided
Limited development (constrained land)	No acceptable outcome provided
Special purpose	No acceptable outcome provided
Innovation	4.5
Major tourism	No acceptable outcome provided

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

Note: The whole of the planning scheme is identified as the assessment benchmark for impact assessable development. This specifically includes assessment of impact assessable development against this strategic framework. The strategic framework may contain intentions and requirements that are additional to and not necessarily repeated in zone, overlay or other codes. In particular, the performance outcomes in zone codes address only a limited number of aspects, predominantly related to built form. Development that is impact assessable must also be assessed against the overall outcomes of the code as well as the strategic framework.

9.3.13 Multiple accommodation code

9.3.13.1 Application

This code applies to assessing material change of use for development for Multiple dwellings, Short-term accommodation, Resort complexes, Residential care, Retirement facilities and Rooming accommodation uses up to 32 metres in height 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**.

9.3.13.2 Purpose

- (1) The purpose of the Multiple accommodation code is to encourage high quality, attractive, well designed developments that promote a high standard of living for residents and make a positive contribution to the character of the city.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development is designed to create attractive, high-quality visually appealing buildings and protect the privacy and amenity of the occupants of the dwelling and neighbouring residential premises.
 - (b) Development is designed and orientated to promote a safe environment within the site, adjoining streets and public realm.
 - (c) Development is complemented by high-quality landscaping that contributes to the desired character of the area.
 - (d) Development is designed to promote safe and convenient pedestrian and vehicle access to and from the site.
 - (e) Development supports the provision of diversity of housing for various types of households within the city to meet the needs of existing and future residents.

- (f) Development is designed to add visual interest to the streetscape, to contribute positively to the local and wider city character and image, and to achieve a high quality urban design, with highly functional, accessible, attractive, memorable and sustainable buildings and spaces.
- (g) Multiple dwellings, Short-term accommodation, Resort complexes, Residential care, Retirement facilities and Rooming accommodation uses up to 32 metres in height, promote a high standard of living and care for residents through their design, recreation facilities and location.
- (h) Development provides private and communal open spaces that respond to the subtropical climate, maximise outdoor living opportunities, enhance amenity for residents and provide for engagement of streets and public open spaces.
- (i) Residential care facilities and retirement facilities are provided with self contained services and recreational facilities to meet the needs of residents.

9.3.13.3 Specific benchmarks for assessment

Part A applies to accepted development subject to requirements.

Part B applies to assessable development.

PART A – ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS

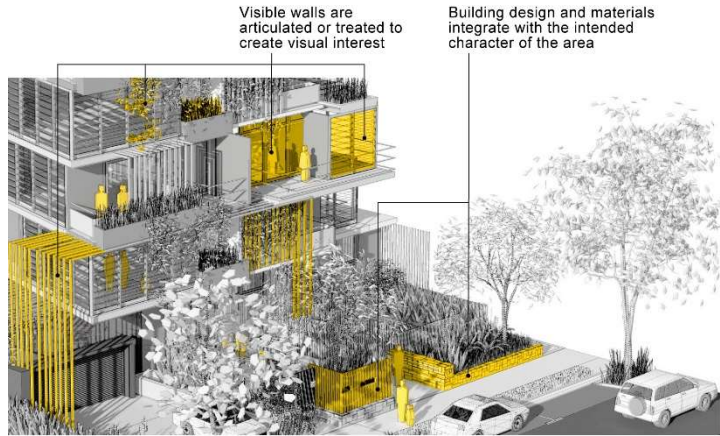
There are no requirements for accepted development for this code.

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.3.13-1: Multiple accommodation code – for assessable development

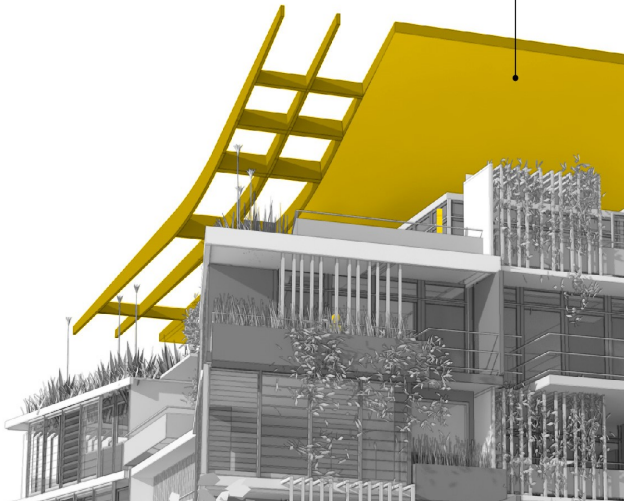
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Road frontage			
PO1 The site has sufficient frontage to ensure that: (a) safe and convenient vehicular and pedestrian access can be provided; and (b) adequate landscaping is provided adjacent to the road frontage.	AO1 The minimum road frontage is 20m.	COMPLIES 96m	
PO2 The use is not established on a rear lot.	AO2 No acceptable outcome is provided.	COMPLIES	
Design and appearance			

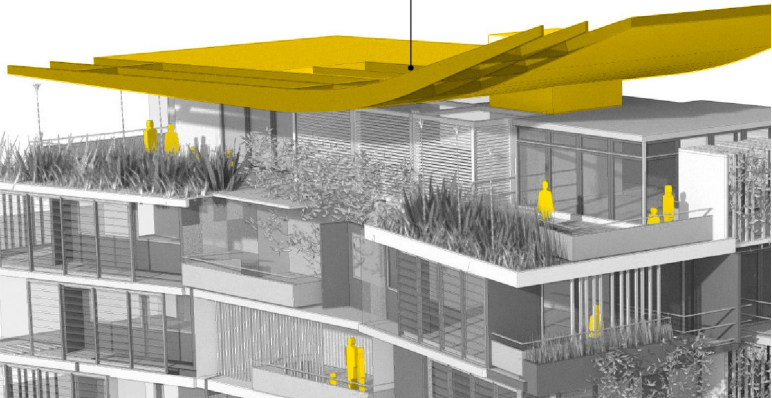
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO3 All buildings and ancillary structures are designed to: (a) contribute to the envisaged urban character of the local area; (b) promote casual surveillance of public streets, public open space and public areas; (c) add visual interest to the streetscape; (d) enable differentiation between buildings; and (e) avoid stark or austere appearance.	AO3.1 All development is oriented so as to address public streets, public open space and public areas.	COMPLIES	
	AO3.2 Buildings located on a street corner are to address both street frontages.	N/A	
	AO3.3 All visible walls are articulated, or otherwise architecturally treated, to create visual interest and to avoid a broad expanse of featureless wall.	COMPLIES	
	AO3.4 The building design and materials visually integrate with the prevailing or intended character of the area.	COMPLIES	
	AO3.5 The degree of reflection (both heat and light) of any reflective glass does not exceed 20%. Note: this provision does not apply to class 1A and class 10A buildings.	Complies	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Figure 9.3.13-1 Illustration showing Multiple accommodation outcomes where all development is oriented so as to address public streets, public open space and public areas			
	 Visible walls are articulated or treated to create visual interest Building design and materials integrate with the intended character of the area		

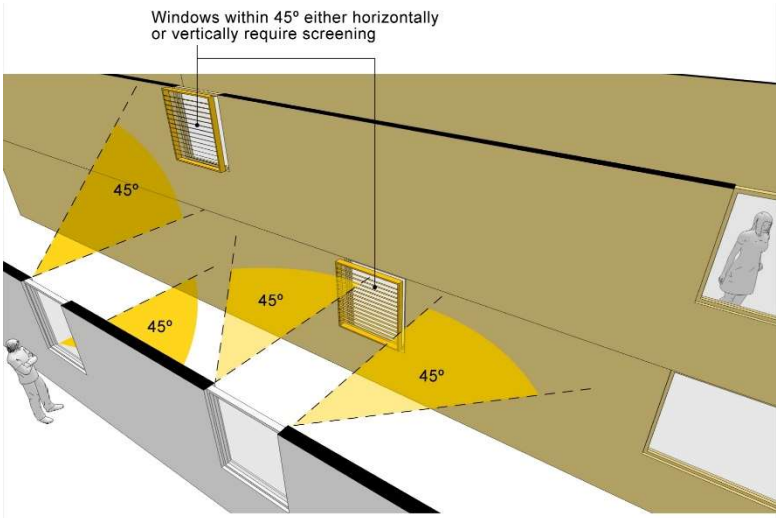
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Figure 9.3.13-2 Illustration showing Multiple accommodation outcomes where all visible walls are articulated to create visual interest and the building design and materials visually integrate with the prevailing or intended character of the area			
PO4 Building form, orientation and articulation promotes sub-tropical design excellence and innovation, through: (a) optimising orientation to the north; (b) incorporation of generous outdoor living spaces; (c) privacy and utility of open space; (d) building articulation and ventilation; and (e) shading and climate protection.	AO4 No acceptable outcome is provided.	COMPLIES	

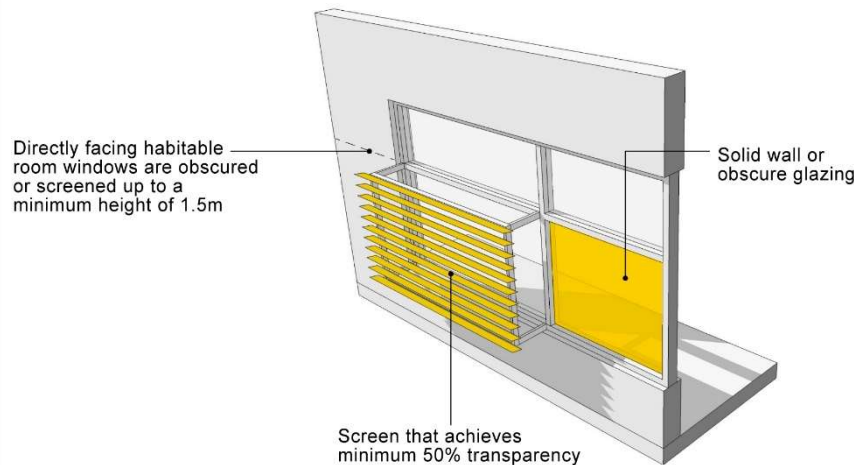
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Roof form for buildings with 3 or more storeys			
PO5 Building caps and rooftops are provided to contribute an attractive roofscape that enhances the architectural distinction of the building and effectively screens service structures, plant and equipment. Note: building height incorporates allowance for plant and equipment, attractive building caps and rooftop features.	AO5.1 Building caps and rooftops are provided to contribute an attractive roofscape that enhances the architectural distinction of the building	COMPLIES	
	AO5.2 Service structures, lift motor rooms and mechanical plant are: (a) designed as an architectural feature of the building; (b) incorporated into the roof form; or (c) screened effectively.	COMPLIES	
	AO5.3 The rooftop and roof form is designed to enable future inclusion of plant and equipment such as satellite dishes/telecommunications facilities in an unobtrusive manner.	COMPLIES	
	AO5.4 Where rooftops are used for open space, plant and equipment is visually and acoustically screened from the communal open space and the open space area is integrated into an attractive roofscape to enhance the architectural distinction of the building.	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Figure 9.3.13-3 Illustration showing Multiple accommodation outcomes for building caps and rooftops	Building caps and rooftop: provide an attractive roofs 		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Rooftop and roof form are designed for unobtrusive future inclusion of plant and equipment  Figure 9.3.13-4 Illustration showing Multiple accommodation outcomes for rooftop and roof form			
Ground floor and entry requirements for buildings with 3 or more storeys			
PO6 The ground floor entrance area is easily identifiable and built to a human scale.	A06 No acceptable outcome provided	COMPLIES	
Privacy			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO7 The building is designed to achieve an acceptable level of privacy for the occupants of the dwelling and neighbouring dwellings.	AO7.1 Habitable room windows do not directly face: (a) a habitable room window of another building within 10m; and (b) an access way, footpath or communal open space area within 3m. OR Habitable room windows: (a) have a fixed obscure glazing in any part of the window below 1.5m above floor level; (b) have privacy screens that cover a minimum of 50% window view. Note: 'directly face' means an angle within 45° either horizontally or vertically.	COMPLIES All habitable do not directly face each-other and contain privacy screening where required.	
	AO7.2 Where a direct view exists into the private open space of an adjoining dwelling, the outlook from windows, stairwells, terraces, decks and other private, communal or public areas, is obscured or screened by privacy screens.	Complies No direct views exist into private open space or are otherwise screened.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Windows within 45° either horizontally or vertically require screening 45° 45° 45° 45° Figure 9.3.13-5 Illustration showing Multiple accommodation design privacy outcomes where windows and doors are appropriately obscured by screening.			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Directly facing habitable room windows are obscured or screened up to a minimum height of 1.5m Solid wall or obscure glazing Screen that achieves minimum 50% transparency Figure 9.3.13-6 Illustration showing Multiple accommodation outcomes for privacy			

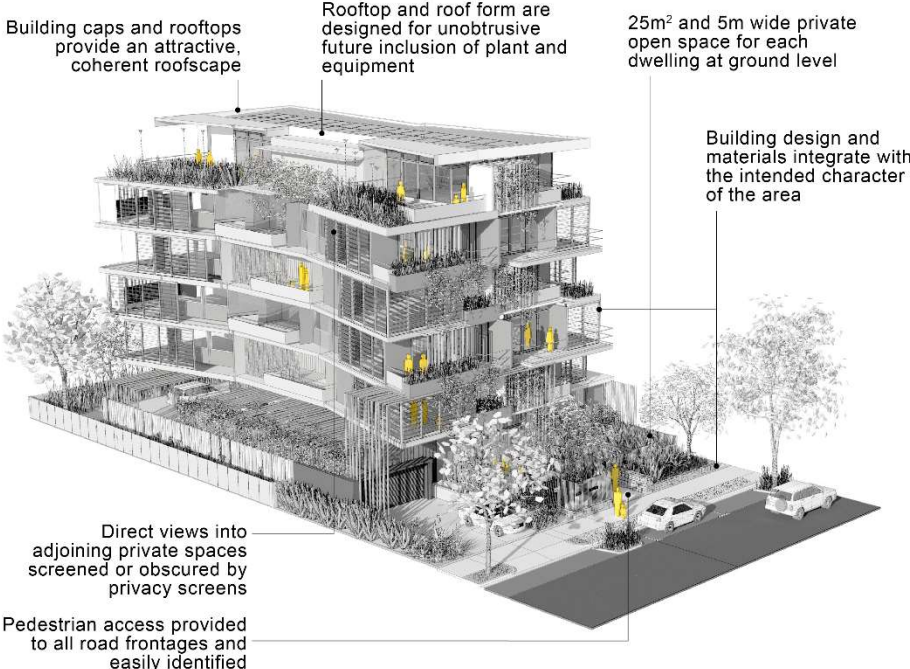
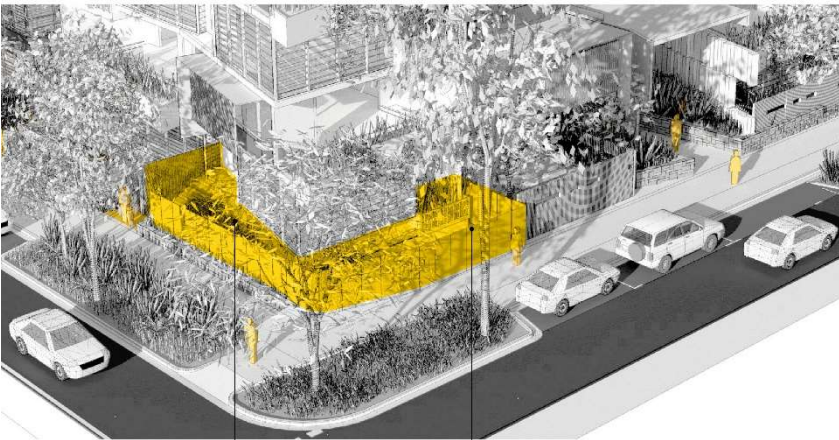
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	 Building caps and rooftops provide an attractive, coherent roofscape Rooftop and roof form are designed for unobtrusive future inclusion of plant and equipment 25m² and 5m wide private open space for each dwelling at ground level Building design and materials integrate with the intended character of the area Direct views into adjoining private spaces screened or obscured by privacy screens Pedestrian access provided to all road frontages and easily identified		

Figure 9.3.13-7
Illustration showing Multiple accommodation outcomes

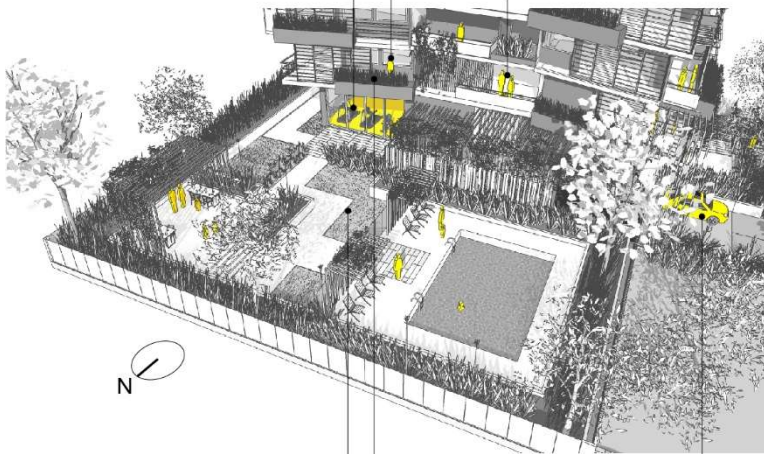
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Direct views into adjoining private spaces screened or obscured by privacy screens Where private space is sufficiently set back screening is not required  Figure 9.3.13-8 Illustration showing Multiple accommodation outcomes for privacy			

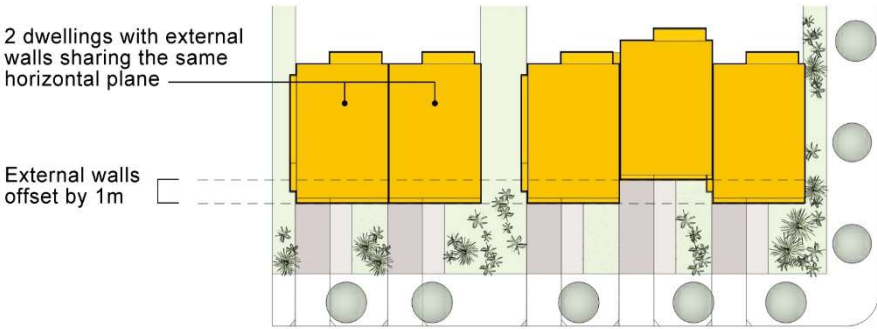
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use									
Private open space												
PO8 Development provides attractive, accessible and functional private open space for residents, which is designed for the subtropical climate, to maximise outdoor living opportunities and enhance amenity for residents.	AO8 If the dwelling is located above ground, private open space for each dwelling shall: (a) mitigate negative wind effects on intended users; (b) be accessible from the living room; and (c) be supplied at the following rates:	COMPLIES All dwellings comply with minimum private open space requirements.										
	<table><tr><th>No. of bedrooms</th><th>Minimum balcony area</th></tr><tr><td>1 bedroom and studio</td><td>9m² with a minimum dimension of 3m</td></tr><tr><td>2 bedrooms</td><td>12m² with a minimum dimension of 3m</td></tr><tr><td>3 or more bedrooms</td><td>16m² with a minimum dimension of 3m</td></tr></table>			No. of bedrooms	Minimum balcony area	1 bedroom and studio	9m ² with a minimum dimension of 3m	2 bedrooms	12m ² with a minimum dimension of 3m	3 or more bedrooms	16m ² with a minimum dimension of 3m	
	No. of bedrooms			Minimum balcony area								
	1 bedroom and studio			9m ² with a minimum dimension of 3m								
	2 bedrooms			12m ² with a minimum dimension of 3m								
	3 or more bedrooms			16m ² with a minimum dimension of 3m								
	OR If the dwelling is located at ground level, private open space for each dwelling: (a) has a minimum area of 25m ² ; (b) has a minimum width of 5m; (c) is located adjacent to each dwelling unit; (d) is accessible from the living room; (e) has a maximum gradient not exceeding one in ten; and (f) is sufficiently screened or elevated for privacy											
OR Bermuda Point precinct												
<table><tr><th>No. of bedrooms</th><th>Minimum balcony areas</th></tr></table>	No. of bedrooms	Minimum balcony areas										
No. of bedrooms	Minimum balcony areas											

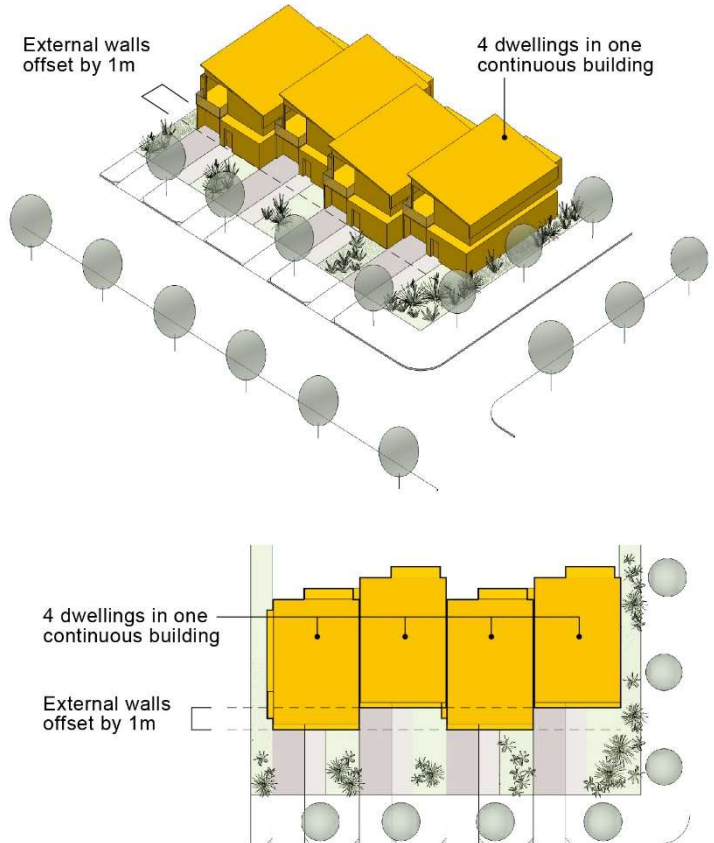
Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	1, 2, 3 or more bedroom/studio	8m ² with a minimum dimension of 2m		
	OR For residential care facilities, no acceptable outcome provided.			
 Private open space is adjacent to its dwelling and accessible from the living room 25m² and 5m wide private open space for each dwelling at ground level Figure 9.3.13-9 Illustration showing Multiple accommodation outcomes for private open space				
Communal open space				
PO9	AO9.1		Complies	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Where the development includes ten or more dwellings, communal open space is provided on site that: (a) is accessible, useable and safe; (b) is designed for the subtropical climate, maximising outdoor living opportunities, and enhancing amenity for residents; (c) is available for the recreational use of all occupants of the development; (d) provides outdoor recreational areas required to service the open space needs of residents or guests of the development; (e) aesthetically complements buildings on the site; (f) provides opportunities for social interaction; (g) is designed and located to reduce internal and external impacts on the amenity of residents and neighbouring premises; and (h) creates a pleasant streetscape by establishing landscaped (incorporating shade trees where practicable) areas adjoining the frontages of the development.	Principal communal open space areas are oriented to the north and receive at least three hours of sun between 9am and 5pm on 21 June over a portion of their surface. OR Bermuda Point precinct Principal communal open space areas are orientated to the north.		
	AO9.2 Where the development includes ten or more dwellings, communal open space (including any landscaped areas) is provided at a rate of 6.5m² per dwelling.	COMPLIES Within apartment complex a minimum 1,339m² is required. 1,753m² is provided.	
	AO9.3 The communal open space required in AO9.2:	ALTERNATIVE SOLUTION The proposal meets all provisions of AO9.3 with the exception of 50% (669.5m²) of the area within a single space. Rather, the communal space has been split across 3 x roof tops and ground floor areas. The largest single space being approximately 400m²	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(a) includes a communal open space area of at least 50% of the total open space requirement in one parcel and, this parcel is outdoors and has a maximum length to breadth ratio of 2.5:1; (b) has a gradient not exceeding one in ten; (c) is clear of all non-recreational structures, including clothes hoists, driveways, water tanks, car parking and garbage receptacles; (d) is readily safe, accessible and convenient to residents; (e) includes an area being at least 10% for deep planting; (f) is designed and located so that it is subject to casual surveillance; (g) utilises hard and soft landscape treatment; (h) is clearly separated from any private areas of the site; and (i) can include indoor recreation facilities such as gymnasiums.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Communal open space can include indoor recreational facilities, such as gymnasiums Communal open space is designed and located that it is subject to casual surveillance  Communal open space has 50% of the required open space area located in one parcel outdoors Communal open space is clearly separated from any private areas on the site Communal open space is clear of all non-recreational structures Figure 9.3.13-10 Illustration showing Multiple accommodation outcomes for communal open space, landscaping and design			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO9.4 Where the communal open space is for a residential care facility or retirement facility, the open space is provided with outdoor facilities for the health and wellbeing of residents such as sheltered gardens, circuit walkways, gardening beds and a space of sufficient size for a resident to take a visiting family with young children.	N/A	
Additional design and appearance requirements for multiple dwellings comprising townhouses			
PO10 Multiple dwellings comprising townhouses are designed to visually integrate with the desired built form of the area as expressed by the zone and provide differentiation between buildings by means of articulation.	AO10.1 No more than two adjacent dwellings have external walls in the same horizontal plane, unless they are offset by at least 1m.	COMPLIES	
	AO10.2 The number of dwellings in the one continuous building does not exceed four.	COMPLIES	
 2 dwellings with external walls sharing the same horizontal plane External walls offset by 1m			
Figure 9.3.13-11 Illustration showing Multiple accommodation outcomes for additional design and appearance requirements for multiple dwellings comprising townhouses			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Figure 9.3.13-12 Illustration showing Multiple accommodation outcomes for additional design and appearance requirements for multiple dwellings comprising townhouses			
Pedestrian access			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO11 Safe and convenient access is provided for pedestrians.	AO11.1 Pedestrian access is provided to all road frontages and is easily identified.	COMPLIES	
	AO11.2 Footpaths are provided to connect dwellings with communal open-space areas, external roads and public open space. OR In low-speed traffic environments, driveways are designed to be a shared space.	COMPLIES	
 Pedestrian access provided to all road frontages and easily identified			

Figure 9.3.13-13

Illustration showing Multiple accommodation outcomes for pedestrian access

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Car park areas			
PO12 The car parking area and associated structures do not dominate the street frontage of the development.	AO12 No acceptable outcome provided.	COMPLIES	
Provision of access for multiple dwellings comprising townhouses			
PO13 Multiple dwellings, in the form of townhouse development, integrate within the overall street network.	AO13 Pedestrian and cycle connections are provided to adjoining streets.	COMPLIES	
Safety and security			
PO14 Building design enhances safety and security on and off the site.	AO14.1 Above ground floor dwellings have windows or balconies that provide clear lines of sight towards private access ways, the street, and all adjacent public space.	COMPLIES	
	AO14.2 Lighting is provided to driveways, property entrances, pathways, communal service areas, car-parking areas, lobbies stairwells, steps and ramps.	COMPLIES	
	AO14.3 Entrances and exits to the street are directly accessible, illuminated and highly visible from public areas.	COMPLIES	
	AO14.4 Dead-end corridors, alleyways, pathways and refuse areas are secured to prevent unauthorised access.	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Housing need and choice			
PO15 Development provides a mix of housing sizes and affordability outcomes to meet housing needs.	AO15 No acceptable outcome provided.	COMPLIES 30 x 1 bedroom 157 x 2 bedroom 21 x 3 bedroom 10 x 4 bed townhouse	
 Development provide clear lines of sight			
Services and recreational facilities for residential care facilities and retirement facilities			
PO16 A range of self-contained services and recreational facilities are provided.	AO16 Developments that have between 11 and 25 units include a community meeting room.	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	OR Developments that have 26 units or more include a community meeting room and one or more of the following: (a) community vehicle; (b) on-site personal care; (c) on-site meal service; and (d) recreational facilities, in addition to the communal open space requirements in PO9.		

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

Note: The whole of the planning scheme is identified as the assessment benchmark for impact assessable development. This specifically includes assessment of impact assessable development against this strategic framework. The strategic framework may contain intentions and requirements that are additional to and not necessarily repeated in zone, overlay or other codes. In particular, the performance outcomes in zone codes address only a limited number of aspects, predominantly related to built form. Development that is impact assessable must also be assessed against the overall outcomes of the code as well as the strategic framework.

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**.

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.

9.4.4.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

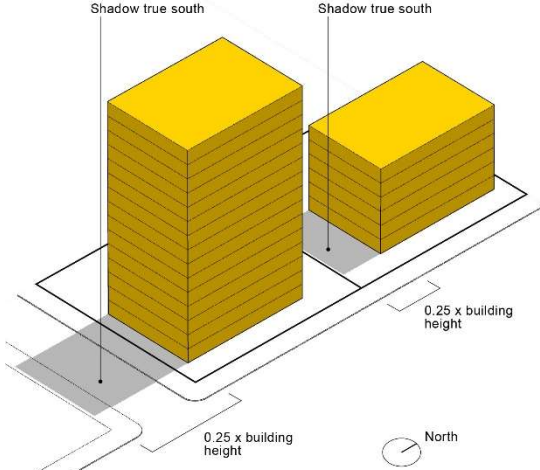
Table 9.4.4-2: General development provisions code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Amenity protection			
PO1 Development mitigates any negative effects to amenity, health and safety from existing surrounding activities having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminated substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	AO1 No acceptable outcome provided.	COMPLIES The proposal is for a high density residential outcome in a high density residential zone. All amenity impacts have been assessed and mitigated.	
PO2	AO2 No acceptable outcome provided.	COMPLIES	

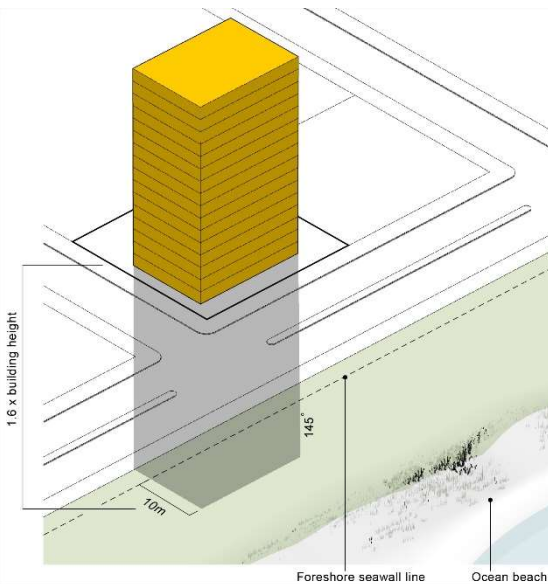
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminating substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.		The proposal is for a high density residential development within a high density residential zone. All potential impacts have been assessed and mitigated where required.	
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.	AO3 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	
Landscaping			
PO4 The proposal provides landscape work that protects and enhances the character of the local area.	AO4.1 For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences a Statement of Landscape Intent prepared in accordance with SC6.13 City Plan policy – Landscape work demonstrating	COMPLIES See landscape intent plan attached.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	that the landscaping will provide amenity for site users and will protect and enhance the character of the local area. AO4.2 An Open Space Management Statement is prepared in accordance with SC6.13 City Plan policy – Landscape work where landscape works are proposed to be undertaken on land that is or is intended to be, public open space.		
Building services			
PO5 All mechanical equipment is located and housed so as not to cause disturbance to residents within or adjoining the development.	AO5 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 All mechanical plant is screened from view.	
Casual surveillance and lighting			
PO6 Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime.	AO6 No acceptable outcome provided.	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Lighting			
PO7 Lighting associated with any development does not cause a nuisance.	AO7 Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site.	COMPLIES	
Shadow impacts – for all development 3 or more storeys			
PO8 The building is designed and located to ensure that the shadow cast by the building does not detract from a comfortable living and ground level environment and the access of adequate sunlight to private and public spaces having regard to:	AO8.1 The width of the shadow cast in any direction by each level of the building, excluding balconies and lift wells, does not exceed twice the width of the shadow cast in any other direction. Figure 9.4.4-1 Illustration showing width ratio shadow outcome	COMPLIES See shadow analysis attached	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(a) the degree of containment of the shadow on the subject site at different times of the day on the summer and winter solstice and spring and autumn equinox; (b) the cumulative impact of the shadow and existing shadows; (c) the effect of the shadow on the ocean beach, Broadwater foreshore, or riverside or beachside public open space; (d) the location of the shadow on non-residential areas external to the site; and (e) the effect of the shadow on any other site or other building.	AO8.2 The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from ground level adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site.  Figure 9.4.4-2 Illustration showing southern shadow outcome	COMPLIES See shadow analysis attached.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO8.3 Bermuda Point precinct The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from the top of the podium adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site. Note: The podium is excluded from any southern shadow calculations.	N/A	
	AO8.4 The shadow cast by any building does not cover any part of the ocean beach or Broadwater foreshore when the shadow has a bearing of 145° east of true north and the length of the shadow is 1.6 times the height of the building as measured from the ground level to the top of the topmost storey. Note: For the purpose of this acceptable outcome, the ocean beach is defined as that area east of a line 10m east of and parallel to the foreshore seawall line and the Broadwater foreshore is defined as that area east of the leading edge of the revetment wall.	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	 Figure 9.4.4-3 Illustration showing ocean beach and Broadwater foreshore shadow outcome		
	AO8.5 The shadow cast by the building in the direction of true south does not intrude more than 10m into a riverside public open space reserve.	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Earthworks and treatment of retaining walls			
PO9 Earthworks and retaining walls associated with the development do not create a negative visual impact upon neighbouring properties or the streetscape.	AO9 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 See civil engineering report	
Stormwater drainage			
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	AO10 All development incorporates stormwater drainage works to comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	COMPLIES See civil engineering report	
Infrastructure			
PO11 All development ensures connection to public utilities to meet the needs of the development, including sewer, water, electricity and communications services.	AO11 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	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO12 Development is undertaken in accordance with the Performance Criteria specified in the <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure</i> .	AO12 Development is undertaken in accordance with the Acceptable Solutions specified in the <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure</i> .	COMPLIES	
Site analysis			
PO13 Development is designed to: (a) complement the character and address any impacts on the amenity and environment of the local area; (b) avoid any risk to life or property arising from natural hazards; and (c) protect significant natural habitat areas, wildlife corridors, wetlands and waterway corridors.	AO13 A site analysis plan is prepared in accordance with SC6.14 City Plan policy – Site analysis .	COMPLIES	

City Plan code template

This code template supports the preparation of a development application against either the acceptable outcome(s) or performance outcome(s) contained in the code. Development assessment rules are outlined in **Section 5.3.3** of the City Plan.

Please note:

For assessment against the overall outcomes, refer to the appropriate code.

Note: The whole of the planning scheme is identified as the assessment benchmark for impact assessable development. This specifically includes assessment of impact assessable development against this strategic framework. The strategic framework may contain intentions and requirements that are additional to and not necessarily repeated in zone, overlay or other codes. In particular, the performance outcomes in zone codes address only a limited number of aspects, predominantly related to built form. Development that is impact assessable must also be assessed against the overall outcomes of the code as well as the strategic framework.

9.4.2 Driveways and vehicle crossings code

9.4.2.1 Application

This code applies to assessing operational work for vehicle access works and material change of use for any development involving vehicle access works 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**.

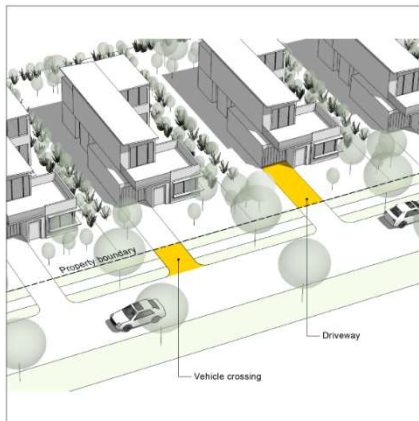


Figure 9.4.2-1

Illustration showing the driveway and vehicle crossing components of vehicle access works

9.4.2.2 Purpose

- (1) The purpose of the Driveways and vehicle crossings code is to provide design standards for the construction, repair or modification to a driveway and/or a vehicle crossing.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Vehicle crossings are designed to a standard in accordance with **SC6.12 City Plan policy – Land development guidelines** or with RPEQ certification to provide safe access for vehicles required to access the site from the edge of the road carriageway to the property boundary.
 - (b) Driveways provide safe access for all vehicles required to access the site from the property boundary to the on-site vehicle accommodation or standing area.
 - (c) Vehicle crossings avoid adverse impacts on City or utility infrastructure.
 - (d) Driveways and vehicle crossings are of an appropriate standard to meet the needs of the development.
 - (e) Vehicle crossings ensure that there is minimal loss of on-street car parking spaces.
 - (f) Driveways and vehicle crossings are designed and sited to maintain streetscape elements and retain space for the future planting of street trees.
 - (g) Vehicle crossings allow for the safety of all users of the existing and planned road and active transport networks.
 - (h) Driveways and vehicle crossings are designed such that vertical and horizontal alignments provide a continuous, smooth access of good rideability and clearance for all vehicles required to access the site.
 - (i) Driveways and vehicle crossings are designed and sited to mitigate stormwater drainage impacts.

9.4.2.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.2-2: Driveways and vehicle crossings code – assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use		
Design					
PO1 The driveway is designed in accordance with the applicable requirements in <i>AS2890:2009 – Parking Facilities</i> .	AO1 No acceptable outcome provided.	COMPLIES			
PO2 Design of the vehicle crossing is certified by a RPEQ confirming compliance with: (a) <i>Disability Discrimination Act 1992</i> ; (b) Applicable requirements in <i>AS2890: 2009 – Parking Facilities</i> ; and (c) <i>QUDM (Queensland Urban Drainage Manual)</i> .	AO2 The vehicle crossing is designed in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards .	COMPLIES			
	AO3 Vehicle crossings are separated from: <table><tr><td>Instance</td><td>Minimum distance</td></tr></table>	Instance	Minimum distance	COMPLIES	
Instance	Minimum distance				

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
P03 The vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure.	Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication supply services	1m		
	Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)	300mm (horizontal distance)		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use								
Maximum number of vehicle crossings											
PO4 The number of vehicle crossings are minimised to avoid loss of streetscape elements and on-street car parking spaces and to prevent adverse interference with: (a) the safety, capacity and operations of the existing or planned road network; and (b) cycleways or pedestrian footpaths.	AO4 The maximum number of vehicular crossings per site, for the following land uses, is as follows:	COMPLIES									
	<table><tr><th>Land use</th><th>Maximum number of vehicle crossings</th></tr><tr><td>Dwelling house</td><td>1 OR 2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 7m between the crossings</td></tr><tr><td>Dual occupancy Multiple dwelling</td><td>1 OR 2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 7m between the crossings</td></tr><tr><td>Non-residential use</td><td>2</td></tr></table>			Land use	Maximum number of vehicle crossings	Dwelling house	1 OR 2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 7m between the crossings	Dual occupancy Multiple dwelling	1 OR 2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 7m between the crossings	Non-residential use	2
	Land use			Maximum number of vehicle crossings							
	Dwelling house			1 OR 2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 7m between the crossings							
	Dual occupancy Multiple dwelling	1 OR 2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 7m between the crossings									
	Non-residential use	2									
Note: the maximum number of vehicle crossings and separation distance is shown above unless otherwise approved in a current development approval.											
Separation distances											
PO5 Vehicle crossings are appropriately separated from other vehicle	AO5 Vehicle crossings are separated from:	COMPLIES									
	<table><tr><th>Instance</th><th>Minimum distance (m)</th></tr></table>			Instance	Minimum distance (m)						
Instance	Minimum distance (m)										

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
crossings and side property boundaries to prevent interference with: (a) the safety, capacity and operations of the existing or planned road network; (b) adjoining properties; and (c) cycleways or pedestrian footpaths.	Vehicle crossings on adjoining properties	1m	
	Any side property boundary:		
	for residential development with approved built-to-boundary setback	0.5m	
	for all other developments	1m	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Location			
PO6 Vehicle access to a public roadway is safe and does not compromise the efficiency, function, convenience of use or capacity of the road network.	AO6.1 The location of the vehicle crossing to a public roadway is consistent with the applicable requirements in <i>AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking</i> and <i>AS 2890.2–2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	COMPLIES	
	AO6.2 No new vehicle crossings are created on roads identified on the Functional road hierarchy as shown on the Zone maps or the Pacific motorway service road types overlap map .	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO7 Driveways and vehicle crossings: (a) ensure existing street trees within the verge are retained; (b) provide an appropriate separation distance to existing street trees within the verge in accordance with <i>AS4970:2009 – Protection of trees on development site</i> ; and (c) retain space for the future planting of street trees within the verge in accordance with SC6.13 City Plan policy – Landscape work . Note: The location of the driveway and vehicle crossing is considered at the design stage of the development.	AO7 No acceptable outcome provided.	COMPLIES No existing street trees. New street trees proposed.	
Sight distances and lines			
PO8 Vehicle crossings are designed to provide safe travel for vehicles, cyclists and pedestrians.	AO8 Vehicle crossings are designed to provide sight distances and lines in accordance with <i>AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	COMPLIES	