NALU



Miami

122 MARINE PARADE

UPS
URBAN PLANNING SERVICES

DEVELOPMENT APPLICATION (MCU IMPACT) | APRIL 2025
SECTION 2: SUPPORTING INFORMATION

ATTACHMENT 4
Town Planning Report





TOWN PLANNING REPORT

Prepared by

UPS
URBAN PLANNING SERVICES Inc.

122 Marine Parade, Miami

Material Change of Use (Impact Assessment)
Development Application

APRIL 2025 | #3675

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1 Executive Summary

Urban Planning Services Pty Ltd ('**UPS**') has been engaged by Monaco Property Group Pty Ltd (the '**Applicant**') to prepare and lodge a Development Application seeking the approval of the Council of the City of Gold Coast (the '**Council**' or '**CCGC**') for a Development Permit for Material Change of Use (Impact Assessment) for Multiple Dwellings (the '**proposed development**') at 122 Marine Parade, Miami, being properly described as Lot 122 on SP284713 (the '**subject site**').

The subject site demonstrates unique qualities in this urban beachside locality in respect of its substantial dimensions, being of a square shape with dimensions of approximately 80.5m in width and 90.5m in depth and comprising an area of 7,284sqm. In this beachfront urban corridor encompassing Miami beach and neighbouring suburbs of Burleigh Heads to the south and Mermaid Beach to the north, the opportunity presented by a land parcel of these proportions for delivering improved housing supply and increasing residential densities on the site is one of a kind.

The Proposal

The Applicant has engaged leading architects, Koichi Takada Architects in collaboration with BDA Architecture, to deliver a bespoke architectural outcome that will seize the unique opportunities presented by the subject site, responding positively to its contextual character and setting, and delivering high-quality new residential homes in this well-positioned site that benefits from ease of access to local shops and services, public transport services and the vast recreational opportunities afforded via the Miami public beachfront and adjacent parkland. The proposals for the subject site surpass expectations and deliver a distinctive and inspiring built form outcome to create a luxurious living environment for residents of the development, whilst being respectful of residential amenity and privacy for neighbouring premises. Overall, the proposal delivers positively upon achieving the aims of both the Gold Coast City Plan and the South East Queensland Regional Plan for this beachfront urban residential neighbourhood of Miami.

Key City Plan Parameters and Local Context Considerations

Under the provisions of the Gold Coast City Plan, Version 11, which took effect on 6 February 2024 (the '**City Plan**'), the subject site is located within the Medium Density Residential Zone. Multiple Dwelling development is an anticipated form of land use, being identified as subject to Code Assessment within the Zone, provided that proposed building heights being within the parameters nominated on the City Plan Building Height Overlay Mapping.

Pursuant to the City Plan mapping, the subject site is identified within the building height category of 3 storeys (15 metres), which extends along the full length of Marine Parade, with the exception of the central area bounded by Riviera Road to the south and Santa Monica Road in the north, where a building height parameter of 2 storeys (9 metres)* applies. The 3 storey (15 metre) building height parameter also captures the surrounding beachside neighbourhood extending north of Marine Parade, along Albatross Avenue to its intersection with Seashell Avenue and Hedges Avenue to the north.

Despite this building height category applying to the local neighbourhood, the built form character of Marine Parade, exhibits a mixed pattern of building heights, including buildings of 4 to 5 storeys at 20 and 28 Marine Parade, the 6 storey Sanderling building at 40 Marine Parade, the 9 storey Ceol-Na-Mara building at 90 Marine Parade and the five-storey building at 142 Marine Parade. Accordingly, a mixed building height pattern is evident in the character of the surroundings of the subject site, including a number of buildings of greater height than the 3 storey (15 metre) parameter identified for the neighbourhood.

The residential character of the locality similarly comprises of a mixed pattern of older style multiple dwelling buildings and detached dwellings with occasional duplex dwellings, interspersed with more modern multiple dwelling development and contemporary detached dwellings of substantial proportions. Land use is predominantly a mixture of private residential and short-term holiday accommodation, with the Miami Beach Surf Life Saving Club and Ocean Beach Tourist Park occupying the southern end of Marine Parade adjoining Don McSween Park, which leads through to Mick Schamburg Park and the North Burleigh headland.

Design Response

The proposed development is of a scale and form that respects and complements the varied nature of the built environment established within the locality of the subject site, being compatible with the range of established building heights and complementing the residential character evident within this urban neighbourhood of Miami, whilst also adopting distinctive architectural language that will enhance the identity of the proposed development and contribute positively to legibility in the streetscape.

The proposed development comprises of 46 residential apartments, with the built form arranged in a U-shape, opening up a central landscaped courtyard addressing the street frontage to Marine Parade, providing an open vista through the centre of this comprehensive site, framed by built form which adopts generous setbacks to all site boundaries and distinctive curvilinear shapes complemented by sweeping feature screen elements that accentuate the high-quality architectural design and enhance the streetscape character and setting of the site.

The architectural and landscape design has paid thoughtful attention to, and respect for, the preservation and enhancement of the character of the neighbourhood, embracing sub-tropical design objectives and delivering a residential building of contemporary coastal form and character with integrated landscape planting throughout. The orientation of the proposed apartments ensures that opportunities for casual surveillance over the adjacent public realm and the communal open space are optimised, with the main indoor living areas and private open space balconies primarily oriented toward the street frontages and central communal open space facilities within the subject site.

The proposed Material Change of Use has been considered in respect of applicable assessment benchmarks of the Gold Coast City Plan, including the Purpose and relevant Overall Outcomes of applicable Codes. The proposal has also taken account of the broader purpose of the City Plan expressed through the Strategic Framework, including provision that is made for increases in building height within Urban Neighbourhoods, and relevant considerations applying to the particular characteristics of the neighbourhood context within which the subject site is located.

Our assessment finds that the proposal is in keeping with the broad intent of the City Plan and responds positively to the relevant assessment criteria. While some Alternative Outcomes are proposed in response to the Performance Outcomes of applicable Codes, it is demonstrated herein that the proposed development satisfies the relevant Performance Outcomes and related Overall Outcomes of the applicable Codes, or the overarching Strategic Framework considerations of the City Plan.

Building Height Uplift

In this respect it is noted that the proposed building height, at 22.46m overall, measured from ground level to the top of lift overrun, sits within the provisions of the Strategic Framework found at Specific Outcome 3.3.2.1(9), for an uplift of 50% in building height, measured in metres, being available for development proposals within Urban Neighbourhoods, including the location of the subject site. It is also noted, however, that the proposed development comprises of a total of four full storeys, plus a reduced or partial fifth storey level with private roof terraces above. The proposed development is, therefore, defined as comprising of five storeys. The proposed development, thereby, exceeds the 50% uplift parameter in terms of the number of storeys.

Whilst the proposed development represents a departure from the City Plan provisions relating to 50% uplift in building height in terms of the number of storeys only, the unique circumstances that are evident in respect of

the subject site and the responsible approach of the Applicant to its redevelopment represent the opportunity for beneficial and exceptional planning outcomes to be realised that outweigh the extent of non-compliance with the City Plan. These unique circumstances and outcomes include:

- Unique Site Opportunity and Efficient Use of Land
    - The subject site, comprising an area of 7,284sqm and boundary dimensions of 80m to 90m, represents a unique opportunity in this beachfront urban neighbourhood of Miami for redevelopment to deliver new residential housing in a development outcome that provides sufficient car parking provision, servicing and communal recreation facilities, whilst observing respectful setbacks and separation from neighbouring properties.
    - The proposed development achieves these outcomes whilst also delivering architectural and landscape design outcomes of exemplary quality such that the development will enrich the visual character and experience of the streetscape and surrounding public realm and provide a luxurious residential living environment on the subject site.
- Compatibility with local character
    - The development does not exceed the City Plan building height parameter, including 50% uplift, when measured in metres. The built form of the proposed development comprises a maximum height of 22.46m, measured to the top of the lift overrun, being compliant with the 22.5m building height provided for by Specific outcome 3.3.2.1(9) of the City Plan. Further, the overall height to the finished level of the private roof terraces is 18,855m, being considerably below the maximum figure of 22.5m.
    - The character of Marine Parade is mixed and best described as representing a transitional phase as older traditional dwellings and unit buildings are making way for more contemporary built form incorporating a mix of substantial detached dwellings and multiple dwelling buildings of varying heights and scale. Prevailing building heights range from two-storeys up to nine-storeys in the vicinity of the site.
    - A short distance to the north of the subject site, located at 142 Marine Parade is a recent five-storey Multiple dwelling development, whilst to the south of the subject site, located at 40 Marine Parade (Sanderling) and 90 Marine Parade (Ceol-Na-Mara) are existing Multiple dwelling buildings of six and nine-storeys in height, respectively.
    - Further, throughout the adjoining urban neighbourhood of Mermaid Beach, this varied and transitional building height pattern continues with several examples of six and seven-storey buildings found along the beachfront corridor, and a pattern of recent approvals for developments of five to seven storeys in height, ranging from 15.8m to 22.5m in metres, throughout this neighbourhood.
    - The proposals for the subject site maintain a built form height in metres that is consistent and compatible with the existing and emerging scale of medium density development in the vicinity of the site and are, therefore, within the realm of reasonable community expectations in the circumstances of the site.
- Lack of Impact
    - The beachfront corridor of Marine Parade, Miami, and the neighbouring Mermaid Beach corridor reflect a specific visual context and character of mixed building heights and characteristics as outlined above. The scale and form of the proposed development, occupying this uniquely large site on Marine Parade, has adopted respectful setbacks to all site boundaries and embraces exceptional architectural flair and character in its design, to ensure that impacts on privacy and amenity for surrounding residential properties is sensitively managed and that the development will deliver a positive addition to the streetscape character and setting of the site.
    - Further, the proposed overall building height is compatible with the established varied pattern of building heights in the surroundings and will integrate positively with and reinforce the existing character and sense of place within its setting.

- Housing Choice and Availability
    - Under the strict application of the 50% building height uplift provisions of the City Plan, development on the subject site could be delivered up to a height of 22.5m with only four storeys of built form within that volume. The proposed development, however, takes the opportunity to deliver five storeys with the fifth storey of reduced or partial form with rooftop terraces above within an overall maximum height of 22.46m, allowing the achievement of increase in residential dwelling yield.
    - The proposed development incorporates 46 residential units in a mix of two, three and four-bedroom apartments, thereby delivering a mix of dwelling units to respond to the housing needs of a broad cross-section of household types and sizes in a high-quality residential living environment and well-serviced location within the coastal corridor of the City.
    - The uplift in delivery of residential dwellings represents a positive contribution toward increasing residential densities in the local neighbourhood in response to the dire housing need presently being experienced across south-east Queensland.
- Accessibility to Infrastructure and Services
    - The subject site benefits from excellent situational proximity to high frequency public transport services, including future light rail stations, with the nearest planned station being Nobby Beach Station, accessible within a walking distance of approximately 550m from the subject site. This station will be delivered as part of the Light Rail Stage 3A project which is presently under construction and anticipated to commence operations in mid-2026.
    - Presently, the subject site equally benefits from good proximity to existing high frequency bus services operating along the Gold Coast Highway and connecting with the light rail services at Broadbeach South. The nearest bus stops in proximity to the subject site, both north-bound and south-bound, are located similarly at approximately 550m walking distance from the subject site.
    - The Nobby Beach Neighbourhood Centre, offering a diverse range of shopping, dining, entertainment and other services, is situated to the north-west of the subject site and accessible by walking within approximately 460m from the site.
    - The subject site also benefits from direct accessibility to the vast recreational opportunities available in the Miami public beachfront and adjacent parkland, including the Oceanway corridor, situated opposite the subject site across Marine Parade. Nearby facilities also include the Miami Beach Surf Life Saving Club ('**SLSC**') approximately 730m to the south of the site along Marine Parade, and the Nobby Beach SLSC and BSKT Café situated approximately 300m to the north of the site via Marine Parade and Albatross Avenue.
    - The proximity of the subject site to these various destinations represents a highly desirable location for increasing residential density and improved housing opportunities within the well-serviced areas of the Urban Footprint in accordance with the aims and intent of both the SEQ Regional Plan and the City Plan.

The unique circumstances and positive outcomes of the proposals for the subject site represent beneficial planning outcomes that outweigh the limited extent of non-compliance with the City Plan considerations relating to building height uplift.

Whilst the number of storeys proposed represents a variance to the 50% uplift parameter of the City Plan Strategic Framework, Specific Outcome 3.3.2.1(9), the proposals for the site in all other respects represent a positive and desirable response to the range of considerations under this Specific Outcome. This is summarised as follows.

- The proposed building height is reflective of the existing, intended and emerging character of the local urban neighbourhood, maintaining a pattern of varied building heights within the Miami beachfront locality and contributing positively to the enhancement of the sense of place in its setting.

- The design of the proposed development, very intentionally, provides a well-managed interface with neighbouring premises and the adjacent public realm, being to the street frontages of Marine Parade, Fraser Avenue and Nagel Avenue. The respectful setbacks adopted to site boundaries, coupled with the orientation of private open space balconies and incorporation of sweeping feature screening elements and integrated landscape design contribute effectively to successfully managing these interfaces.
- The architectural form of the development delivers an air of distinction, exhibiting design excellence in the appearance of the built form, through curved lines, organic shapes and landscape elements that are integral to the overall architectural language of the development. The arrangement of built form around a central communal open space courtyard presents a sense of openness to the street frontage and an overall cohesive and exceptionally well-resolved appearance in the streetscape.
- The proposed development will provide for an increase in the residential density of the subject site, delivering exceptionally high-quality housing in a well-serviced urban neighbourhood of the City, where residents will benefit from ease of access to the nearby Nobby's Beach Neighbourhood Centre, high-frequency public transport services and the vast recreational opportunities afforded by the public beachfront on the doorstep of the subject site.
- The proposal for the site will deliver a mix of apartment sizes, including two, three and four-bedroom apartments, to meet the housing needs of a broad mix of household types and sizes in a high-quality residential living environment.
- The architectural design has paid thoughtful attention to the preservation of local character and scenic amenity, including views from popular public outlooks, with the unique design attributes, curved lines, central open character and tapered built form, contributing a positive addition to the built environment of the site and its surroundings and complementing the local character and scenic amenity of its setting.

The proposed development adopts an exquisite architectural form and appearance, incorporating well-managed interfaces with its surroundings, with organic shapes, unique distinguishing façade features and integrated landscape treatments. The outcomes of the development are to deliver an exceptionally high-quality development that will complement and enhance the established and emerging local character and identity of Miami beachfront.

Overall Conclusions

Our assessment, set out within this report, also finds that this Material Change of Use is consistent with the statutory requirements of the Planning Act 2016 and the associated Planning Regulation 2017, and Development Assessment Rules. The proposed development also responds positively to the applicable provisions of the South East Queensland Regional Plan, delivering housing growth in the form of a 'medium rise' typology, increasing residential densities along the eastern coastline and within comfortable walking distances of nearby centre facilities and high frequency public transport services, as encouraged by the Regional Plan.

Overall, it is concluded that the proposed Material Change of Use represents a logical and desirable form of land use, and a built form outcome which is respectful of, and complementary to, the established and intended character of the built environment in this urban residential neighbourhood of Miami Beach. Moreover, the proposed development exhibits excellence in design outcomes, seizing upon the unique opportunities afforded by this substantial site to deliver an exemplary building that embraces contemporary coastal character and subtropical design, achieving a distinctive and iconic addition to its setting, designed by Koichi Takada Architect and BDA Architects.

The design and appearance of the proposed development promises to deliver a high-quality addition to the prestigious neighbourhood of the Miami beachfront, whilst also providing much needed additional housing in a well-located and well-serviced area of the City.

Accordingly, our assessment finds that the proposed development warrants the approval of Council, subject to reasonable and relevant conditions.

2 Site and Development Parameters

A summary of the site and development parameters is provided in **Table 1** below.

Table 1: *Site and Development Parameters*

TITLE DETAILS (RPD)	Lot 122 on SP284713
ADDRESS	122 Marine Parade, Miami
ROAD FRONTAGES	Marine Parade: 80.523 metres
SITE AREA	7,284sqm
OWNER	Marsol Capital Pty Ltd
APPLICANT	Monaco Property Group Pty Ltd c/- Urban Planning Services Pty Ltd PO Box 2091 SURFERS PARADISE QLD 4217
TYPE OF APPROVAL SOUGHT	Development Permit for a Material Change of Use
LEVEL OF ASSESSMENT	Impact Assessment
PROPOSED LAND USE	Multiple Dwellings
ZONE	Medium Density Residential Zone
OVERLAY MAPPING	Acid Sulfate Soils (Land at or below 5mAHD) Airport Environs – Obstacle Limitation Surface (Outer Horizontal Surface Height: 154.5m AHD) Airport Environs – PANS-OPS (Horizontal Plane 246.24m AHD) Airport Environs – Wildlife Hazard Buffer Zones (Distance to 13km from airport) Building Height (3-storeys (15m)) Coastal Erosion Hazard (Part Area between 40-75m west of seawall and Part Area between 0-500m west of seawall) Dwelling House Environmental Significance (Vegetation management: Matters of Local Environmental Significance - Medium priority vegetation) Landslide Hazard (Landslide hazard: Moderate) Residential Density (RD6 – 1 bed / 33 sqm)
LOCAL AUTHORITY	Council of the City of Gold Coast
REFERRAL AGENCY	None Triggered



3 Site and Environment

3.1 Allotment Address and Description

The subject site is a rectangular shaped allotment, comprising street frontage to Marine Parade at the eastern site boundary, with frontages also to Fraser Avenue where it terminates adjacent to the northern site boundary and Nagel Avenue where it terminates adjacent to the southern site boundary.

The street address of the subject site is 122 Marine Parade, Miami, and it is properly described as Lot 122 on SP284713.

The subject site incorporates an area of 7,284sqm, with a width of approximately 80m and a depth of approximately 90m. The substantial dimensions of the subject site are unique in this coastal beachfront context, representing a significant opportunity to bring forward a distinctive redevelopment of the site to provide much needed new housing in this well serviced urban neighbourhood of the City.

Our search has identified that no easements or other relevant land-use restrictions or encumbrances are known to affect the title of the property. However, infrastructure services are found within the rear, western, setback area of the subject site and this is explored further in the subsequent sections of this Report.

An aerial view of the subject site is presented in **Figure 1** below, with the site identified by red outline.



Figure 1: *Aerial View of the Subject Site*

3.2 Existing Improvements

The subject site is currently occupied by a two-storey residential building of brick construction, comprising 46 residential apartments, with the building having undergone refurbishment relatively recently. The existing residential units on the site comprise of a mix as follows:

- 42 two-bedroom units; and
- 4 three-bedroom units.

Overall, the subject site presently accommodates a total of 46 residential units with a total of 96 bedrooms, representing a residential density of 1 bedroom per 75.9sqm.

On-site car parking is distributed throughout the site at ground level, with vehicular access presently taken from all three street frontages of the subject site.

Service vehicle access is taken from Nagel Avenue, servicing waste and recycling bins within the rear, south-western corner of the subject site. It has also been observed that Council's waste and recycling service contractor utilises the setback area of the site at its southern boundary to enter and turn around after servicing the domestic wheelie bins of properties along Nagel Avenue to the south.

The existing built form on the site is arranged in a square shape around a central communal open space and on-site parking area, with built form and ground level car parking areas addressing all site boundaries. **Figure 2** below provides a series of views of the existing improvements on the subject site from the street frontage to Marine Parade and from within the subject site.



View of Subject Site from Street Frontage to Marine Parade



Internal Courtyard View looking North-West



View Westward within Southern edge of Subject Site



View Northward inside Rear (Western) Site Boundary



View toward East within Northern Site Boundary

Figure 2: *Street Frontage Views and Views within the Subject Site*

Photographs of the existing streetscape context of the subject site, looking north and south along Marine Parade, are provided below in **Figure 3**.



Figure 3: *Photographic Views of Existing Streetscape setting, looking north and south, respectively*

3.3 Topography and Vegetation

The site topography is generally influenced by the existing built form presently occupying much of the subject site. Limited variation is observed in levels across the subject site based on review of the Detail Survey prepared by Jensen Bowers and provided at **Section 4, Attachment 13**. The subject site grades slightly toward the eastern

site boundary being the Marine Parade frontage, with grades ranging from a high point of RL 4.65m to a low point of RL 3.86m.

Existing vegetation is limited to shrubs, palm species and small trees within managed gardens associated with the existing residential use of the site, with managed lawns within the site frontage setback to Marine Parade and centrally within the subject site around the existing communal swimming pool and pool terrace facilities.

3.4 Flooding and Drainage

The site is not subject to flooding according to the City Plan Flood Overlay mapping.

Stormwater runoff from the subject site is presently discharged to Marine Parade via connections to underground drainage and overland flow. Underground infrastructure within Marine Parade and the network servicing the subject site comprises pipe sizes ranging from DN300 to DN1300.

The proposed stormwater management regime associated with the proposed development will manage stormwater via private infrastructure, maintaining the existing lawful point of discharge to Marine Parade via connection to underground drainage and overland flow.

Hydrological assessment has determined that stormwater discharging from the proposed development is consistent with the flows discharging from the existing site. Accordingly, no on-site stormwater detention is required.

Stormwater flows from the subject site will be directed to on-site private stormwater quality treatment infrastructure comprising of Ocean Protect system with two underground tanks, with one located in the north-western area of the subject site and a second located inside the southern edge of the subject site. The proposed tanks will incorporate twelve 690mm StormFilter Cartridges per tank.

We note that no pumped discharge directed to the kerb is proposed.

In the external catchment surrounding the subject site, an existing field inlet is situated immediately adjacent to the north-eastern site boundary, within an open space corridor (Lot 3 on WD810476) linking Fraser Avenue with Marine Parade. The inlet sits between the existing pedestrian path and the boundary of the subject site, with step gradients through the grassed area surrounding the inlet. The Applicant recognises the opportunity to improve the landform of the open space corridor and to provide a new inlet pit to replace the existing pit in this location. Upon completion of these improvements, the Applicant also proposes to provide enhanced landscape planting throughout this corridor, and this is reflected in the Ground Floor Landscape Concept Plan prepared by LDGLA, located at **Section 4, Attachment 15**.

Further discussion of the existing drainage regime of the subject site and surrounding catchment, and the proposed stormwater management regime, is provided within the Site Based Stormwater Management Plan prepared by Arcadis located at **Section 3, Attachment 8**.

3.5 Infrastructure Services

Identification of existing Infrastructure Services has been informed by the Site Investigations as set out in the Engineering Services Report prepared by Arcadis and located at **Section 3, Attachment 9**, together with the Detail Survey prepared by Jensen Bowers located at **Section 4, Attachment 13**. Findings are summarised as follows. Refer to the Engineering Services Report prepared by Arcadis for further detail in respect of existing services and proposed connections for the proposed development.

Stormwater

As noted above, stormwater runoff will be discharged to the existing lawful point of discharge, being the Marine Parade frontage of the subject site, with on-site stormwater quality treatment provided within the subject site incorporating two underground Ocean Protect tanks. One tanks is located in the north-western area of the subject

site and a second is located inside the southern edge of the subject site. The proposed tanks will incorporate twelve 690mm StormFilter Cartridges. No pumped discharge to the kerb is proposed.

Water Supply

Existing water mains and fittings have been identified adjacent to the subject site, comprising of: one DN100 water main within Fraser Avenue; one DN100 water main within Nagel Avenue; and one DN375 water main adjacent to the western site boundary, within Lot 1 on WD6367.

It is proposed that connection of the proposed development will be via the DN100 water main within Fraser Avenue. Provision has been made for a master meter arrangement with DN100 potable metre (mechanical) and DN150 fire metre (magflow/ultrasonic) within the proposed development. All existing water meters will be decommissioned and the new master meter arrangement installed.

Sewer

Existing sewer services within and adjoining the subject site have been identified as comprising:

- one DN150 gravity sewer property connection to the manhole adjacent to the Nagel Avenue site entrance;
- one DN150 gravity sewer main within Lot 3 on WD810476 (open space) and Fraser Avenue, including one manhole;
- one DN300 gravity sewer main within Lot 2 on WD810476 (open space) and Fraser Avenue, including two manholes;
- two DN300 gravity sewer mains within the western and southern portions of the subject site, including two manholes at the southern end; and
- two DN399 gravity sewer mains within Nagel Avenue, including one manhole adjacent to the site boundary.

Connection of the proposed development to the existing sewer network is proposed via the DN300 gravity sewer network located within the subject site. The existing sewer mains infrastructure within the subject site is proposed to remain within the site without modification under a 3m wide easement. A vertical clearance of 2.4m is provided above the main and unobstructed vertical clearance is provided to other sewer maintenance structures.

Electricity, Gas and Telecommunication Services

Existing electrical reticulation, telecommunications services, overhead power lines and gas services are available adjacent to the subject site.

Connection from the proposed development to the above mentioned services will be undertaken by a specialist consultant and will form part of future building works applications.

3.6 Contamination

A review of Environmental Management and Contaminated Land Register search results has confirmed that the subject site is not included on these respective registers. A copy of the Search Response is located at **Section 2, Attachment 6**.

3.7 Road and Transport Infrastructure

The primary street frontage of the subject site is to Marine Parade, with a frontage width of approximately 80m. Marine Parade is a two-way single carriageway road with a posted speed limit of 40km/hr, incorporating parallel on-street car parking at the western side of the carriageway. Indented 'nose-in' parking is available at the eastern side of Marine Parade, adjoining Thorn Park which is situated directly opposite the subject site to the east.

Marine Parade terminates to the north at the intersection with Albatross Avenue, approximately 115m to the north of the subject site. To the south, Marine Parade terminates at a car parking area adjacent to Don McSween Park and the North Burleigh Headland, approximately 855m to the south of the subject site.

The subject site also incorporates frontage to Fraser Avenue, which terminates adjacent to the northern boundary of the subject site in a cul-de-sac formation, with an open space parkland linkage extending along the northern site boundary, punctuated by existing vehicular access from Fraser Avenue, and otherwise extending from Marine Parade in the east through to Lions Head Park to the west. Existing pedestrian links through Lions Head Park provide a direct pedestrian connection between the subject site and the Nobby Beach Neighbourhood Centre to the north-west.

Fraser Avenue is a single carriageway two-way street, approximately 126m in length, terminating at the intersection with Chairlift Avenue East to the north, and incorporating limited on-street parallel parking at the western side of the road carriageway.

Similarly to Fraser Avenue, limited on-street parallel parking is available on the western side of the road carriageway within Nagel Avenue, with the road terminating sharply at the southern boundary of the subject site. As noted previously, the Applicant has observed Council's waste and recycling service contractors entering the subject site to turn around and leave in a forward direction upon completing servicing of domestic wheelie bins along Nagel Avenue.

The existing residential premises at the subject site takes vehicular access from each of the three street frontages to Fraser Avenue, Nagel Avenue and Marine Parade.

The nearest signalised intersections with the Gold Coast Highway from the subject site are located at Nobby Beach Neighbourhood Centre, via Albatross Avenue and Lavarack Road to the north, or at Riviera Road, via Marine Parade to the south.

The subject site benefits from excellent situational proximity to high frequency public transport services, including future light rail stations, with the nearest planned station being Nobby Beach Station, accessible within a walking distance of approximately 550m from the subject site. This station will be delivered as part of the Light Rail Stage 3A project which is presently under construction and anticipated to commence operations in mid-2026.

Presently, the subject site equally benefits from good proximity to high frequency bus services operating along the Gold Coast Highway and connecting with the light rail services at Broadbeach South. The nearest bus stops in proximity to the subject site, both north-bound and south-bound, are located similarly at approximately 550m walking distance from the subject site. Services available from these stops are:

- 700 – Southport to Tweed Heads, operating with a peak service frequency of approximately every 10 minutes; and
- 777 – Gold Coast Airport to Broadbeach Station, operating with a peak service frequency of approximately every 15 minutes.

The location of the subject site in the context of the existing high frequency public transport services is identified in the Translink high frequency services map extract presented in **Figure 4** below, and the planned Light Rail Stage 3A station locations are identified within the Site Location and Context Plan presented in **Figure 5**.

The subject site is also well-served by active transport routes, including a combination of on-road and off-road cycle routes. Good quality pedestrian footpaths are provided on both sides of Marine Parade, with the Oceanway pathway situated within Thorn Park directly opposite the subject site to the east. The Oceanway comprises of a 36 kilometre network of pathway connections, shared pedestrian and cycle pathways, stretching from the Gold Coast Seaway in the north to the New South Wales border in the south.

The local neighbourhood context of the subject site abounds with pedestrian activity and connectivity to deisrable destinations such as the Nobby Beach neighbourhood centre, the Miami beach SLSC, the Nobby Beach SLSC and BSKT Café all within comfortable walking distance from the subject site via good quality pedestrian infrastructure and walking environments, including the Oceanway corridor. To the south the Oceanway pathway connects through Don McSween Park to the North Burleigh headland and onto Burleigh Heads beachfront, with attractions such as North Burleigh lookout along the route.

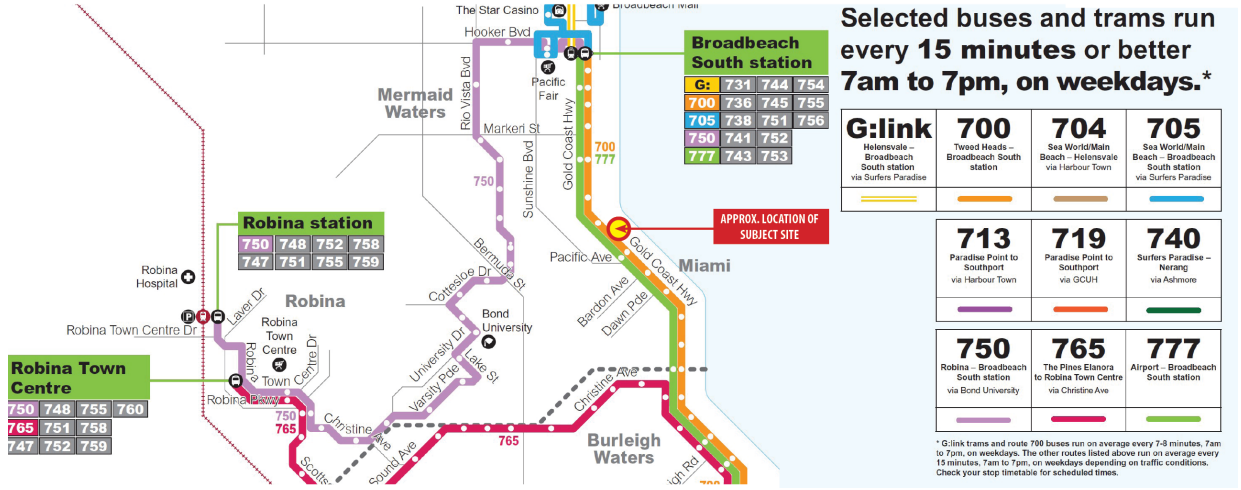


Figure 4: *Translink – High Frequency Services Network Map Extract*

The road and transport network infrastructure occurring in the area surrounding the subject site is discussed in further detail within the Transport Impact Assessment prepared by Bitzios Consulting, located at **Section 3, Attachment 7**.

3.8 Immediate and Surrounding Area

The subject site is located within the northern area of Marine Parade, where a mixed pattern of built form and scale is evident in the immediate surroundings of the site.

The subject site is well located in terms of proximity and ease of access to a broad range of destinations within the walkable neighbourhood of the site, in addition to the walkable distance to high-frequency public transport services described above, including:

- the Nobby Beach Neighbourhood Centre, offering a diverse range of shopping, dining, entertainment and other services, situated to the north-west of the subject site and accessible by walking within approximately 460m from the site;
- direct accessibility to the vast recreational opportunities available in the Miami public beachfront and adjacent parkland, including the Oceanway corridor, situated directly opposite the subject site across Marine Parade;
- the Miami Beach SLSC approximately 730m to the south of the site along Marine Parade, and the Nobby Beach SLSC and BSKT Café situated approximately 300m to the north of the site via Marine Parade and Albatross Avenue.

The proximity of the subject site to these various destinations represents a highly desirable location for increasing residential density and housing growth opportunities within the well-serviced areas of the Urban Footprint in accordance with the aims and intent of both the SEQ Regional Plan and the Gold Coast City Plan.

Moreover, the unique opportunity afforded by the size and shape of the subject size in this desirable location amongst the urban beachfront neighbourhoods of the City, supports redevelopment to deliver a distinctive architectural and built form outcome that will contribute positively to the enrichment of the character and sense of place in the setting of the site.

An aerial view identifying the location of the subject site in the context of the surrounding destinations, including public and active transport networks outlined above, is presented in **Figure 5** below.

The built form character of Marine Parade, exhibits a mixed pattern of building heights, including buildings of 4 to 5 storeys at 20 and 28 Marine Parade, the 6 storey Sanderling building at 40 Marine Parade, the 9 storey Ceol-Na-Mara building at 90 Marine Parade and the five-storey building at 142 Marine Parade. Accordingly, a mixed building height pattern is evident in the character of the surroundings of the subject site, including a number of

buildings of greater height than the 3 storey (15 metre) parameter identified for the neighbourhood, and of greater height than the 50% uplift provision above this that applies under the City Plan.

Further, throughout the adjoining urban neighbourhood of Mermaid Beach, this varied and transitional building height pattern continues with several examples of six and seven-storey buildings found along the beachfront corridor, and a pattern of recent approvals for developments of five to seven storeys in height, ranging from 15.8m to 22.5m in metres, throughout this neighbourhood.



Figure 5: Site Location and Context Aerial View

The residential character of the locality similarly comprises of a mixed pattern of older style multiple dwelling buildings and detached dwellings with occasional duplex dwellings, interspersed with more modern multiple dwelling development and contemporary detached dwellings of substantial proportions.

Land use is predominantly a mixture of private residential and short-term holiday accommodation, with the Miami Beach Surf Life Saving Club and Ocean Beach Tourist Park occupying the southern end of Marine Parade adjoining Don McSween Park, which leads through to Mick Schamburg Park and the North Burleigh headland.

3.9 Built Environment Character

A review of the mixed pattern of existing and emerging built form, identifying several examples of built form exceeding three storeys in height within the local 3 storey (15m) building height parameter neighbourhood context, both existing and approved buildings, is presented in **Figure 6** below.



142 Marine Parade, Miami
5 storey Multiple Dwelling Building
(73m to north of site)



Ceol-Na-Mara
90 Marine Parade, Miami
9 Storey Multiple Dwelling Building
(179m to south of site)



Sanderling
40 Marine Parade, Miami
6 storey Multiple Dwelling Building
(506m to south of site)



Ocean Dream
28 Marine Parade, Miami
4 storey Multiple Dwelling Building
(577m to south of site)



Reef Royale
20 Marine Parade, Miami
5 storey Multiple Dwelling Building
(615m to south of site)



14 Albatross Avenue, Mermaid Beach
4 Storey Duplex Dwelling
(16.56m in height)
(233m to north of site)
[MCU/2019/160]



2 Lavarack Road, Mermaid Beach
6 Storey Multiple Dwelling Building
(322m to north of site)



4-6 Lavarack Road, Mermaid Beach
4 Storey Mixed Use Development
(21.65m in height)
(285m to north of site)
[MCU/2022/178 – Approved 24.08.2023]



26 Albatross Avenue, Mermaid Beach
4 Storey Multiple Dwelling Building
(328m to north of site)



Spindrift
37 Albatross Avenue, Mermaid Beach
7 Storey Multiple Dwelling Building
(400m to north of site)



Foreshore
67 Albatross Avenue, Mermaid Beach
7 Storey Multiple Dwelling Building
(629m to north of site)



73 Albatross Avenue, Mermaid Beach
5 Storey Multiple Dwelling Building
(661m to north of site)



2265-2269 Gold Coast Highway,
Mermaid Beach
7 Storey Multiple Dwelling Building (22.07m)
(approx. 700m to north-west of site)
[MCU/2021/701 – Approved 25.07.2024]



101 Albatross Avenue, Mermaid Beach
6 Storey Multiple Dwelling Building
(886m to north of site)



102 Albatross Avenue, Mermaid Beach
5 Storey Multiple Dwelling Building
(870m to north of site)



Albatross North
125 Albatross Avenue, Mermaid Beach
7 Storey Multiple Dwelling / Short Term Accommodation Building
(1km to north of site)

Figure 6: *Site Context Built Form Analysis*

The analysis set out above demonstrates a pattern of existing variation in building height and scale within the surroundings of the subject site, including existing established buildings and more recent development approvals granted by Council endorsing a range of building heights, including several buildings that exceed the 50% building height uplift parameters, in terms of storeys, applying to the locality.

A mapping analysis is provided in **Figure 7** below, presenting further information demonstrating the varied pattern of building heights established in the surrounding urban neighbourhoods to the site.

Overall, the photographic study above, and inspection of the site and local neighbourhood, confirms that the Marine Parade neighbourhood and the surrounding local context is characterised by a wide array of built form and residential development activity, incorporating a mix of low and medium-rise built form and a mix of detached residential dwellings, duplex dwellings and apartment living throughout the locality.



Figure 7: *Building Height Analysis within the 3 Storey (15m) Zone*

3.10 Development Approval History

A review of Council's PD-online service reveals no recent relevant development approval history applying to the subject site.

4 Assessable Development

The Gold Coast City Plan published in Government Gazette No. 15 on 29 January 2016, commenced on 2 February 2016, and was most recently amended under Version 11, which commenced on 6 February 2024. Under the provisions of the City Plan the subject site is located within the Medium Density Residential Zone, as identified in **Figure 8** below. The subject site is identified by yellow outline.



Figure 8: *Subject Site – City Plan Interactive Mapping Extract*

4.1 Level of Assessment

The proposed development is subject to Impact Assessment due to the proposed building height exceeding 3 storeys and 15 metres. In land use terms, the proposed development is defined as 'Multiple Dwelling' which is identified as an anticipated form of land use, being specifically supported by the Overall Outcomes of the Zone Code and subject to Code Assessment, within the Medium Density Residential Zone.

The building height criteria set out within the Table of Assessment for the Medium Density Residential Zone prescribes that a building that exceeds the height identified on the Building height overlay map will trigger a

requirement for Impact Assessment. An extract of the applicable Table of Assessment provisions (Table 5.5.2 of the City Plan) is provided in **Figures 9** and **10** below.

Table 5.5.2: Medium density residential zone

Activity groups	Uses	Assessment benchmarks and required outcomes	
Residential activities	**Accepted**		
	Dwelling house n.e.i **Home based business** if home based child care	Any overlay code triggered by an overlay map	
	Accepted subject to requirements		
	Caretaker's accommodation **Community residence** **Dual occupancy** **Dwelling house** if: (a) on a lot with an area less than 400m^2; or (b) involving a secondary dwelling with a GFA not exceeding 80m^2 **Home based business** n.e.i **Rooming accommodation** if: (a) accommodating no more than four unrelated people; and (b) in existing building and either involving no building work or minor building work	Any overlay code triggered by an overlay map **Medium density residential zone code** **Caretaker's accommodation code** **Community residence code** **Dual occupancy code** **Fire services in developments accessed by common private title code**	**General development provisions code** **Healthy waters code** **Home based business code** **Secondary dwelling code** **Transport code** **Small lot housing (infill focus) code**
	Code assessment		
	Dwelling house if involving a secondary dwelling with a GFA exceeding 80m^2 **Dwelling unit** **Home based business** if bed and breakfast **Multiple dwelling** **Residential care facility** **Retirement facility**	Any overlay code triggered by an overlay map **Medium density residential zone code** **Bed and breakfast and farm stay code** **Driveways and vehicular crossings code** **Dwelling unit code** **Fire services in developments accessed by common private title code** **General development provisions code** **Healthy waters code**	**High-rise accommodation design code** **Multiple accommodation code** **On-site sewerage facilities code** **Secondary dwelling code** **Solid waste management code** **Transport code** **Vegetation management code**

Figure 9: *Extract of Table 5.5.2 (City Plan) Medium Density Residential Zone | Residential Activities*

As identified above, the proposed land use, Multiple Dwelling, is subject to Code Assessment within the Medium Density Residential Zone.

Table 5.5.2: Medium density residential zone

Activity groups	Uses	Assessment benchmarks and required outcomes
All activities	**Code assessment**	
	Height If involving building work and: (a) is not on land identified with a height greater than 9 metres on the **Building height overlay map**; and (b) includes a Partial third storey; and (c) is no more than 9 metres **Note: This height trigger does not apply to Dwelling houses, refer to Table 5.10.5 Dwelling house overlay.**	**Medium density residential zone code** Any other relevant code
	Impact assessment	
	Height If involving building work and height exceeds: (a) the height identified on the **Building height overlay map**; or (b) where not identified on the **Building height overlay map**, either: (i) 9 metres in height; or (ii) a Partial third storey **Note: This height trigger does not apply to Dwelling houses, refer to Table 5.10.5 Dwelling house overlay.** **Note: No change to the categories of development and assessment applies when identified with 'HX' on the Building height overlay map.**	**City Plan including:** **Strategic framework** **Medium density residential zone code** Any other relevant code
	Density No density impact assessment trigger applies	

Figure 10: *Extract of Table 5.5.2 (City Plan) Medium Density Residential Zone | Height and Density Provisions*

Having regard to the building height parameters set out in Table 5.5.2, as shown above, the subject site is located within an area identified with a 3 storey (15 metre) building height category. The definition of 'building height' set out within Schedule 1 of the City Plan, reads as follows.

*'**building height***
If specified:
a) in metres, the vertical distance between the ground level and the highest point of the building roof (apex) or parapet at any point, but not including load-bearing antenna, aerial, chimney, flagpole or the like; or
b) in storeys, the number of storeys above ground level; or
c) in both metres and storeys, both (a) and (b) apply.'

Accordingly, the height of the building is to be determined in both metres and storeys. **Figure 11** below identifies the location of the subject site in the context of the City Plan Building height overlay mapping, with the subject site identified by red arrow.

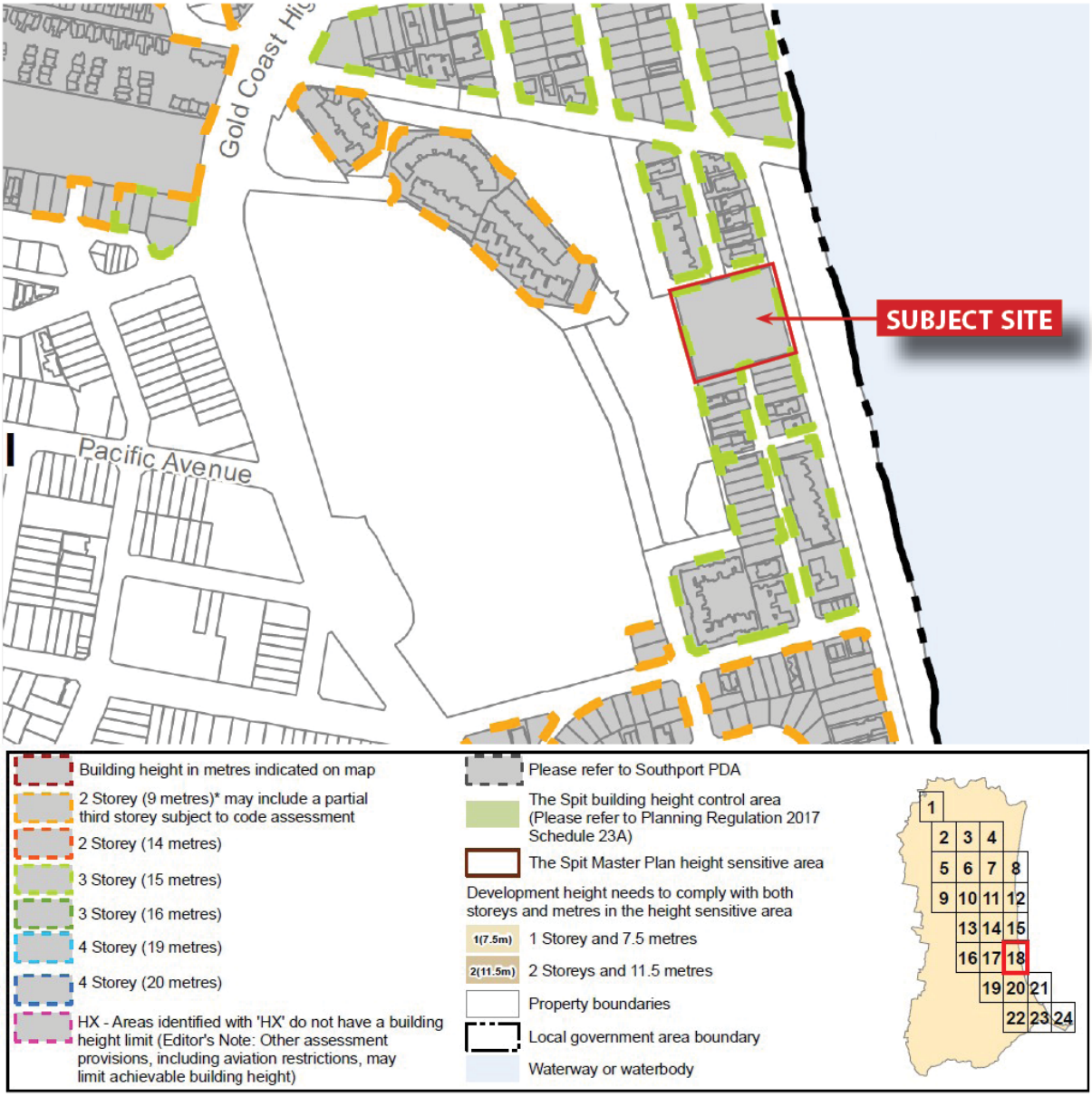


Figure 11: *Extract of City Plan Building Height Overlay Map 18*

The proposed development comprises of five storeys, determined by reference to the definition set out at Schedule 24 of the Planning Regulation 2017, which is set out in the subsequent section of this Report. The proposed development comprises of four full storeys of residential apartments, with a reduced or 'partial' fifth storey and with private roof terraces situated above. The proposed private roof terraces do not comprise a 'storey' having regard to the definition.

The proposed development comprises of an overall height of 22.46m measured to the top of the lift overrun.

In brief, the proposed development falls within the parameters of a 50% building height uplift, provided for within urban neighbourhoods pursuant to Specific Outcome 3.3.2.1(9) of the City Plan Strategic Framework, having regard to the building height measured in metres. The proposed building height, measured in storeys, represents a minor exceedance of the 50% uplift parameter.

Notwithstanding, assessment set out within this Report demonstrates that the unique characteristics of the subject site and the site specific and well-considered design response delivered by the proposed development provides planning benefits that outweigh the non-compliances with the assessment benchmarks, supporting approval of the proposed development.

Having regard to Table 5.5.2 of the City Plan, the proposed development is subject to Impact Assessment.

4.2 Land Use Definition

'Multiple dwelling' is defined at Schedule 24 of the Planning Regulation 2017, as follows.

*'**multiple dwelling** means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households'*

The proposed development, comprising of 46 apartments for separate households, falls within the definition of Multiple dwelling.

4.3 Administrative Definitions

Administrative definitions of relevance to this Material Change of Use, as set out in Table SC1.2.2 of the City Plan, include the following.

*'**building height***
If specified:
a) in metres, the vertical distance between the ground level and the highest point of the building roof (apex) or parapet at any point, but not including load-bearing antenna, aerial, chimney, flagpole or the like; or
b) in storeys, the number of storeys above ground level; or
c) in both metres and storeys, both (a) and (b) apply.'

As noted previously, the subject site is located within an area where the City Plan Building height overlay mapping identifies a building height parameter of 3 storeys (15 metres). Accordingly, both the number of storeys and building height in metres apply to the consideration of the proposed development.

Administrative definitions of relevance to this Material Change of Use, as set out in Schedule 24 of the Planning Regulation 2017, include the following.

*'**basement** means a space—*
a) between a floor level in a building and the floor level that is immediately below it; and
b) no part of which is more than 1m above ground level

Review of the Proposed Architectural Drawings prepared by Koichi Takada Architects and BDA Architecture, located at **Section 4, Attachment 15,** reveals that the basement level of the proposed development does not protrude more than 1m above ground level. Accordingly, the basement does not constitute a storey.

*'**storey**—*
a) means a space within a building between 2 floor levels, or a floor level and a ceiling or roof, other than—
i. a space containing only a lift shaft, stairway or meter room; or
ii. a space containing only a bathroom, shower room, laundry, toilet or other sanitary compartment; or
iii. a space containing only a combination of the things stated in subparagraph (i) or (ii); or
iv. a basement with a ceiling that is not more than 1m above ground level; and
b) includes—
i. a mezzanine; and
ii. *a roofed structured that is on, or part of, a rooftop, if the structure does not only accommodate building plant and equipment.'*

Review of the Proposed Architectural Drawings prepared by Koichi Takada Architects and BDA Architects, located at **Section 4, Attachment 15**, in the context of this definition reveals that the proposed development comprises of five storeys.

When measured in metres, however, the proposed development comprises a maximum overall height of 22.46m.

5 Volume Structure of Application

The Applicant has engaged a suitably qualified and experienced Project Team, as set out below, to bring forward a new residential development of exceptional standard at the subject site, as proposed in this Development Application.

Consultant	Discipline
Koichi Takada Architects and BDA Architects	Joint Architecture and Urban Design
Urban Planning Services Pty Ltd	Town Planning
Interplan Visual Assessment	Visual Impact Assessment
LDG Landscape Architects	Landscape Design
Bitzios Consulting	Traffic Assessment
MRA Environmental	Operational Waste Management
Arcadis	Civil Engineering, including Stormwater
Acoustic Works	Acoustic Assessment
Jensen Bowers Surveying	Detail Survey

The volume structure of this application is as set out below.

Attachment No.	Document
Section 1: Forms	
1	DA Form 1
2	CCGC Infrastructure Charge Proposal Summary
3	Landowners Consent
Section 2: Supporting Information	
4	Town Planning Report
5	Code Assessment
	Medium Density Residential Zone Code
	Multiple Accommodation Code
	Acid Sulfate Soils Overlay Code
	Airport Environs Overlay Code
	Coastal Erosion Hazard Overlay Code
	Environmental Significance Overlay Code
	Landslide Hazard Overlay Code
	General Development Provisions Code
	Driveways and Vehicular Crossings Code
	Healthy Waters Code
	Solid Waste Management Code
	Transport Code
6	Search Results
Section 3: Specialist Reports	
7	Traffic Impact Assessment prepared by Bitzios Consulting
8	Site Based Stormwater Management Plan prepared by Arcadis
9	Engineering Services Report prepared by Arcadis
10	Waste Management Plan prepared by MRA Environmental
11	Acoustic Assessment prepared by Acoustic Works
12	Geotechnical Assessment prepared by Pacific Geotech
Section 4: Drawings	
13	Survey Plan prepared by Jensen Bowers Surveying
14	Proposed Architectural Drawings prepared by Koichi Takada Architects and BDA Architects
15	Landscape Intent Statement prepared by LDG Landscape Architects

6 Proposed Development

This Development Application seeks approval for a Material Change of Use (Impact Assessment) for a Multiple Dwelling development (46 residential apartments) at 122 Marine Parade, Miami, being properly described as Lot 122 on SP284713.

The architectural design of the proposed development exhibits exquisite form and appearance, responding admirably to the unique circumstances of the subject site with its considerable proportions and beach side context. The architectural character adopts organic forms, with sweeping curved edges wrapping in a U-shape inside the northern, western and southern side boundaries, opening up around a communal landscaped haven that features as the centrepiece addressing the public street frontage to Marine Parade.

The luxury residential apartments with their generously proportioned private open space terraces take a receding form as the building steps up in height such that the upper levels of the development, accommodating penthouses with private roof terraces, are of a modest and subtle scale in views from the public realm.

The proposed residential apartments are situated at Ground Floor to Level 4 and within a partial Level 5 of the development, with private rooftop terraces above. On-site car parking is provided at basement level below with vehicular access to the basement taken via Fraser Avenue to the north and service vehicle access provided via Nagel Avenue to the south of the site.

A brief summary of the key parameters of the proposed development is presented in **Table 2** below.

Table 2: Key Development Parameters

Site Area:	7,284sqm
Building Height:	22.46m (maximum) above existing ground level Five storeys + private roof terraces *Note: private roof terrace components do not comprise a 'storey' under City Plan*
Site Cover:	56.9% (maximum)
Number of Apartments:	46 apartments - 1 two-bedroom units - 40 three-bedroom units - 5 five-bedroom units
Number of Bedrooms:	147 bedrooms
Residential Density:	1 bedroom per 49.5sqm
On-Site Car Parking:	147 spaces - 139 residential spaces - 8 visitor spaces

The proposed development responds positively to the setting of the subject site and to the key relevant considerations of the South East Queensland Regional Plan and the Gold Coast City Plan as explored throughout this Report and the accompanying technical documentation. Further brief description of the details of the proposed development is provided below.

6.1 Form and Appearance

The proposed development is of a scale and form that respects and complements the varied nature of the built environment established within the locality of the subject site, being compatible with the range of established building heights and complementing the residential character evident within its urban neighbourhood setting within the beachfront area of Miami, and that of the neighbouring Mermaid Beach corridor to the north, whilst also adopting distinctive architectural language that will enhance the identity of the proposed development and contribute positively to legibility in the streetscape.

The proposed development comprises of 46 luxury residential apartments, with the built form arranged in a U-shape, opening up a central landscaped courtyard to address the street frontage to Marine Parade, providing an open vista through the centre of this comprehensive site, framed by built form which adopts generous setbacks

to all site boundaries and distinctive curvilinear shapes complemented by sweeping feature screen elements that accentuate the high-quality architectural design and enhance the streetscape character and setting of the site.

The built form comprises of four full floor levels wrapping in the U-shaped arrangement within the site, with a reduced or partial fifth level that is arranged such as to be visible only in long views from the adjacent public realm, with substantial setback from the street frontage of Marine Parade. Compliant building setbacks to side and rear boundaries are also observed throughout the overall built form of the apartments and their generous private open space terraces. Private roof terraces are also provided for eleven apartments, above the fifth floor, incorporating enclosed space for access between levels together with bathroom and laundry facilities leading out onto luxuriously designed private terrace spaces framed by landscape planters and incorporating pool and spa facilities, dining terraces and outdoor lounge areas. The private roof terraces do not incorporate any elements that would constitute a 'storey' having regard to the City Plan definition.

On-site car parking is provided within a basement car parking level, accommodating 137 residential car parking spaces and 8 visitor car parking spaces, accessed via Fraser Avenue, where the existing vehicular access to the site is upgraded and leads to a porte-cochere entry adjacent to the main residential lobby. Vehicular access via ramp with intercom facility leads to the basement parking level below. Two private residential car parking spaces are provided at Ground Level with one adjacent to the north-eastern Ground Floor apartment and accessed via Fraser Avenue, and one space provided adjacent to the south-eastern Ground Floor apartment and accessed via Nagel Avenue.

Servicing is provided for via Nagel Avenue, consistent with existing arrangements for servicing of the existing apartments on the subject site. The servicing area is designed to accommodate the largest anticipated service vehicles associated with the proposed residential use, with the servicing area visually screened by the position of the residential floor levels above and landscape arbour positioned at the southern side of the building.

Pedestrian access is preserved to Marine Parade and Fraser Avenue from within the subject site, with existing vehicular access removed from Marine Parade, supporting an enhanced interface between the proposed development and the adjacent public realm.

The architectural and landscape design has paid thoughtful attention to, and respect for, the preservation and enhancement of the character of the neighbourhood, embracing sub-tropical design objectives and delivering a residential building of contemporary coastal form and character with integrated landscape planting throughout. The orientation of the proposed apartments ensures that opportunities for casual surveillance over the adjacent public realm and the communal open space are optimised, with the main indoor living areas and private open space balconies primarily oriented toward the street frontages and central communal open space facilities within the subject site.

6.2 Access, Parking and Servicing

On-site car parking is provided at basement level, with access via driveway crossover from Fraser Avenue at the northern side of the subject site, leading to a porte-cochere arrival point with basement ramp access beyond to the western side of the porte-cochere.

A total of 137 residential car parking spaces and 8 visitor car parking spaces are provided at basement level, with a further 2 residential car parking spaces provided adjacent to Ground Floor Level apartments, situated in the north-eastern and south-eastern edges of the subject site. Overall, a total of 147 on-site car parking spaces are provided. Digital signage is provided at the top of the ramp to indicate visitor parking availability within the basement, as described within the Traffic Impact Assessment prepared by Bitzios Consulting.

All basement car parking spaces are provided beyond a security point, with intercom provided to enable visitor parking access and porte-cochere design accommodating turnaround capacity for visitor vehicles if required in the event that they are unable to gain access to the basement upon arrival.



Figure 12: *Proposed Porte-Cochere via Fraser Avenue*

Service vehicle access is provided via Nagel Avenue to the south of the subject site, with well-designed servicing courtyard suitable to accommodate both MRV and RCV on-site concurrently.

Notably, the design of Nagel Avenue, terminating abruptly at the southern boundary of the subject site, provides no on-road capacity for Council's waste collection vehicles to perform a turnaround manoeuvre within the road corridor when servicing properties along Nagel Avenue. The Applicant has observed that Council's waste collection vehicles are presently utilising the existing private vehicle access corridor within the southern area of the subject site to perform this turnaround manoeuvre and continue servicing and exiting Nagel Avenue to the south. Accordingly, the design approach to the position and layout of the on-site servicing area within the proposed development thoughtfully accommodates Council's waste collection vehicle entering the site to turn around and exit in a forward gear when servicing properties along Nagel Avenue.

Provision for secure bicycle parking is accommodated in an accessible location adjacent to the basement ramp, within the basement level of the development.

Pedestrian access is provided via the main frontage to Marine Parade and via Fraser Avenue, noting the existing pedestrian link between Fraser Avenue and Marine Parade via the public open space corridor directly adjoining the northern site boundary.

6.3 Basement

As noted above, the basement level of the proposed development predominantly accommodates on-site car parking provision, together with services and storage space, with lift access to the levels above co-located with fire stair.

Waste storage rooms, accommodating the required waste and recycling receptacles are provided within each of the four cores serving the apartments above. Waste and recycling receptacles will be transferred by building management to the Ground Floor servicing area for collection on service days.

As noted above, a total of 137 residential car parking spaces and 8 visitor car parking spaces are provided within the basement level of the development. Secure parking for 16 residential bicycles is also provided to the east of the basement ramp entry from Ground Level above.

A number of storage enclosures are also provided for residents' private use within the basement level, situated in the northern and eastern edges of the basement.

The pool shell beneath the communal recreational facilities above occupies part of the eastern area and the central area of the basement, with essential plant and services enclosures also provided at this level.

Notably, the basement has incorporated generous setbacks from the eastern, southern and western site boundaries, in addition to setback areas in the north-eastern and south-eastern corners of the site. A minimum setback of 4m is provided to the Marine Parade frontage of the site, whilst setbacks of 5m are provided to the southern and western site boundaries. Existing underground sewer infrastructure will be retained and protected where it traverses the site within the proposed southern and western site boundary setbacks.

6.4 Ground Floor Level

At ground floor level, the organic form of the development, wrapping in a U-shape around central communal landscaped courtyard takes shape. Vehicular entry via porte-cochere is provided via Fraser Avenue to the north, providing access to the basement car parking level below, and to the main residential lobby which is situated off the porte-cochere in the north-western area of the site.

One residential car parking space is provided at the eastern side of the porte-cochere, affording ease of access to the ground level north-eastern apartment. Generously proportioned private terraces wrap around the Ground Level apartments, which are situated along the northern and southern areas of the premises, comprising a mix of two and three bedroom apartments at this level, and a total of seven apartments overall. Private open space terraces are framed and enhanced by raised landscape planters contributing positively toward the ambience and privacy of these spaces.

Ground level apartments interact positively with the street frontage to Marine Parade, with two apartments in the southern and northern wings each incorporating pedestrian connectivity to the streetscape through stepped entries framed by landscape to clearly distinguish between the private and public realm.

Improved interface with the public realm is achieved through the removal of vehicular access which is presently taken to the site from Marine Parade, facilitating the high-quality landscape and architectural design outcomes proposed, and the desirable presentation to the streetscape of the site. The removal of the central existing driveway crossover to the subject site also facilities improved on-street parallel car parking within Marine Parade adjacent to the frontage of the site.



Service vehicle access and servicing area accommodating both MRV and RCV servicing manoeuvres and stopping areas are provided via the site frontage to Nagel Avenue to the south of the subject site. The servicing area occupies the south-western area of the site, and will be visually screened by built form above, and landscaped arbour over the south-western edge of the site. As noted previously, the servicing area will also accommodate Council's waste servicing contractor vehicles entering the site and performing a turnaround manoeuvre to exit in a forward motion to continue servicing properties along Nagel Avenue to the south. A single residential car parking space is also provided at the eastern side of the driveway entry from Nagel Avenue, providing ease of access for the south-eastern residential apartment.

Communal recreational facilities are provided in a combination of indoor and outdoor spaces through the centre of the subject site extending from west to east, incorporating centrally located swimming pools, cabanas, sheltered seating nooks and walkways set amidst a lush landscaped environment. The outdoor communal open space contributes significantly toward enhancing the luxury appointment of the premises and its streetscape appeal, actively engaging with the adjacent street frontage and creating an attractive addition to the character and sense of place in this northern extent of Marine Parade.



Indoor communal recreational spaces are situated to the rear of the outdoor spaces and incorporate residents lounge, gym, yoga/pilates space, spa and wellness facilities.



Building setbacks at ground level are summarised as follows.

- **Front Boundary:**
  - Minimum setback of 1.5m to private outdoor terraces; and
  - Minimum 8.93m to external walls.

- **Northern Site Boundary:**
  - Minimum setback of 5.75m to external walls, ranging to 7.5m through varied building planes along the length of the building.

- **Western Site Boundary:**
  - Minimum setback of 4.0m to external walls.

- **Southern Site Boundary:**
  - Minimum setback of 2.0m to the private outdoor terrace of south-eastern apartment; and
  - Minimum setback of 5.75m to external walls, varying to 7.5m through varied building planes along the length of the building.

The site cover of the development at ground floor level is identified as 56.9% of the 7,284sqm site area.

External to the subject site at ground level, landscape embellishment is proposed within the adjacent public open space area to the rear (west) of the subject site and within the public open space link adjoining the northern boundary of the subject site. Landscape planting through the open space corridor adjacent to the northern site boundary is proposed to enhance the pedestrian environment and visual quality of the public realm in this location. Details of proposed landscape embellishment within these areas is presented within the Landscape Design Intent prepared by LDGLA, located at **Section 4, Attachment 16**.

6.5 Levels 2 and 3

At Levels 2 and 3, the organic built form emerges above ground level, with residential apartments again arranged in a U-shape around the northern, western and southern edges of the subject site, framing the central communal courtyard at ground level below. Feature screening elements are incorporated to enhance privacy for the apartments and their private open space terraces at Levels 2 and 3 and through the levels above, contributing a distinctive architectural flair in the appearance of the development and an appealing presence in the streetscape.

The unique and generous proportions of the subject site ensure that a good degree of separation is achieved between apartments in the northern and southern wings of the building, with a minimum separation distance of 25.8m between facing apartments, and a minimum of 20.3m between facing private open space balconies. The privacy within the apartments and their outdoor terraces is enhanced through the feature screen elements described above, whilst the attractive central communal courtyard and public beachfront to the east of the site create desirable outlooks, directing views from the apartments to these attractive elements of the development and the setting of the site.



A total of 12 luxury three-bedroom plus study apartments are provided at each of Levels 2 and 3, with building setbacks at these levels summarised as follows.

- **Front Boundary:**
  - Minimum setback of 4.0m to the balcony edges
  - Setback of 8.93m to the enclosed facades

- **Northern Site Boundary:**
  - Minimum setback of 3.5m to balcony edges, ranging up to 6.0m
  - Minimum setback of 5.75m to the enclosed facades, ranging up to 7.5m through the varied wall planes along the length of the building

- **Western Site Boundary:**
  - Setback of 5.0m to the enclosed facades of the building
  - Setback of 3.5m to the balcony edges

- **Southern Site Boundary:**
  - Minimum setback of 3.5m to balcony edges, ranging up to 6.0m
  - Minimum setback of 5.75m to the enclosed facades, ranging up to 7.5m through the varied wall planes along the length of the building

The site cover of the development at each of Levels 2 and 3 is identified as 56.9% of the 7,284sqm site area.

6.6 Level 4

At Level 4, the form and shape of the levels below continue through the built form of the development, including the generous separation distances between the northern and southern wings of the development, with a minimum separation distance of 25.3m between facing apartments, and a minimum of 20.3m between facing private open space balconies. The privacy within the apartments and their outdoor terraces is again further enhanced through the feature screen elements described above, whilst the attractive central communal courtyard and public beachfront to the east of the site provide desirable outlooks, directing views from the apartments to these attractive elements of the development and the setting of the site.

A mix of three and five bedroom luxury apartments, all incorporating study/MPR, is provided at Level 4, with a total of 10 apartments at this level. Each three bedroom apartments incorporates 3.5 bathrooms whilst the 5 bedroom apartments incorporate 5.5 bathrooms. Private open space balconies range from a minimum of 45sqm up to 403sqm in the five bedroom apartments.

Building setbacks at Level 4 are summarised as follows:

- **Front Boundary:**
  - Minimum setback of 4.0m to the balcony edges
  - Setback of 8.93m to the enclosed facades

- **Northern Site Boundary:**
  - Minimum setback of 3.5m to balcony edges, ranging up to 6.0m
  - Minimum setback of 5.75m to the enclosed facades, ranging up to 7.5m through the varied wall planes along the length of the building

- **Western Site Boundary:**
  - Setback of 5.0m to the enclosed facades of the building
  - Setback of 3.5m to the balcony edges

- **Southern Site Boundary:**
  - Minimum setback of 3.5m to balcony edges, ranging up to 6.0m
  - Minimum setback of 5.75m to the enclosed facades, ranging up to 7.5m through the varied wall planes along the length of the building

The site cover of the development at Level 4 is identified as 56.9% of the 7,284sqm site area.

6.7 Level 5

At Level 5 a distinct difference emerges, with the floor plate reducing and the built form setback from the street frontage of Marine Parade increasing significantly. This ensures the enhancement of visual interest in the appearance of the development, maintaining the sweeping curves and organic form of the levels below, whilst reducing the perception of built form in this upper level of the development. This upper level is partially visible in longer views from the nearby public realm but is less perceptible from ground level closer to the site due to the subdued form.



A combination of three and five-bedroom luxury apartments is again provided at Level 5, with a total of five apartments only at this level. In addition to study/MPR, apartments at this level include such luxury appointments as cinema rooms, private gyms, whilst also benefiting from private roof terraces above. Private open space terraces for the apartments at Level 5 range in area from 193sqm to 735sqm.

Building setbacks at Level 5 are summarised as follows:

- **Front Boundary:**
  - Minimum setback of 4.0m to the balcony edges
  - Setback of 18.18m to the enclosed facades

- **Northern Site Boundary:**
  - Minimum setback of 3.5m to balcony edges, ranging up to 6.0m
  - Minimum setback of 6.1m to the enclosed facades, ranging up to 7.5m through the varied wall planes along the length of the building

- **Western Site Boundary:**
  - Setback of 5.0m to the enclosed facades of the building
  - Setback of 3.5m to the balcony edges

- **Southern Site Boundary:**
  - Minimum setback of 3.5m to balcony edges, ranging up to 6.0m
  - Minimum setback of 6.1m to the enclosed facades, ranging up to 7.5m through the varied wall planes along the length of the building

The site cover of the development at Level 5 is identified as 48.7% of the 7,284sqm site area.

6.8 Private Roof Terraces

Private roof terraces are provided for eleven apartments with each incorporating an enclosure accommodating access from the levels below together with bathroom and laundry facilities. The private open space terraces are otherwise unenclosed, with the exception of open roof pergolas provided over outdoor dining terraces. Plant and services enclosures are also situated within the western area of the private roof terrace level. In brief, no elements provided at this level constitute a 'storey' under the definition set out within the City Plan.

The site cover at the roof level is 10.4% of the site area.

The private terraces incorporate outdoor dining and lounge facilities, swimming pools and spas with adjoining sun terraces and landscaped seating nooks. The character and quality of the private terraces reflects the luxury residential nature of the development, further enhancing the sub-tropical lifestyle to be enjoyed by residents of the apartments.

Landscape planting frames the edges of the private landscaped terraces, with the exception of a central feature swimming pool overlooking the central communal open space below, from its western side. Landscape planting is also thoughtfully integrated throughout the private roof terraces, enhancing the enjoyment of the space for residents whilst also contributing positively to overall character and appearance of the development in the streetscape and supporting the achievement of a varied and interesting local skyline as sought by the City Plan.

7 Planning Act & Regulation

The following section reviews the proposed change of use against key relevant provisions of the *Planning Act 2016* (the 'PA'), the *Planning Regulation 2017* (the 'PR') and other directly related statutory instruments.

7.1 Development Type

The term "***development***" is defined in Schedule 2 of the PA to mean:

development *means—*

- *a) carrying out*
  - *i. building work;*
  - *ii. plumbing or drainage work;*
  - *iii. operational work; or*
- *b) reconfiguring a lot; or*
- *c) making a material change of use of premises.*

This Development Application seeks approval for development in the form of *"making a material change of use of premises*".

The term "***material change of use***" is defined in Schedule 2 of the PA to mean:

material change of use*, of premises, means any of the following that a regulation made under section 284(2)(a) does not prescribe to be a minor change of use—*

- *a) the start of a new use of the premises;*
- *b) the re-establishment on the premises of a use that has been abandoned;*
- *c) a material increase in the intensity or scale of the use of the premises.*

The proposal involves a Material Change of Use in the form of the start of a new use of an existing premises comprising a land use activity defined by the local planning instrument and the PR as a *Multiple dwelling*.

7.2 Assessable Development

The term "assessable development" is defined at section 20 of the PR, as follows:

Assessable development—Act, ss44 and 45

1. *For section 44(5) of the Act, development is assessable development if it-*
   - *a) is stated in schedule 9 or 10 to be assessable development; and*
   - *b) is not prohibited development under section 19.*
2. *For section 45(2) of the Act, schedules 9 and 10 state the category of assessment required for assessable development stated in the schedules.*

Section 44(1) to (5) of the PA relates to 'categories of development' and reads as follows.

1. *There are 3 categories of development, namely prohibited, assessable or acceptable development.*
2. ***Prohibited development*** *is development for which a development application may not be made.*
3. ***Assessable development*** *is development for which a development approval is required.*
4. ***Accepted development*** *is development for which a development approval is not required.*

5. A categorising instrument may categorise development.

The proposed Material Change of Use the subject of this Development Application is identified as assessable development under the provisions of the Gold Coast City Plan (Version 11), being the local 'categorising instrument', which pursuant to section 43(1) of the PA:

a) categorises development as prohibited, assessable or accepted development;
b) specifies the categories of assessment required for different types of assessable development;
*c) sets out the matters (the **assessment benchmarks**) that an assessment manager must assess assessable development against.*

As outlined previously in this Report, the subject site is located in the Medium Density Residential Zone under the provisions of the Gold Coast City Plan (Version 11). Multiple dwelling is identified as assessable development, requiring Code Assessment within the Zone, however, as explored previously, Table 5.5.2 of the City Plan prescribes that the proposed development triggers a requirement for Impact Assessment due to the proposed building height in the context of the Building height overlay mapping provisions applying to the subject site.

Section 45(5) of the PA prescribes that an Impact Assessment:

a) must be carried out-
  i. against the relevant assessment benchmarks in a categorising instrument for the development; and
  ii. having regard to any matters prescribed by regulation for this sub-paragraph; and
b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise

Notation to section 45(5) of the PA provides examples of an 'other relevant matter', as follows, noting that this is not an exhaustive list of considerations but a selection of examples.

- *a planning need;*
- *the current relevance of the assessment benchmarks in the light of changed circumstances;*
- *whether assessment benchmarks or other prescribed matters were based on material errors.*

7.3 Assessment Manager

Section 48(2) of the PA states that generally, a regulation prescribes who is the assessment manager for each type of a development application.

Schedule 8 of the PR identifies under Table 2, Item 1, that the local government is the assessment manager for development in a single local government area for any aspect of development that is assessable under a local categorising instrument.

Given that the only aspect of 'assessable development' proposed is that which is made assessable under the City Plan, the Council of the City of Gold Coast ('CCGC' or the 'Council') will act as the assessment manager for the determination of the application.

7.4 Referral Agencies

Schedule 10 of the *Planning Regulation 2017* (the 'PR') sets out detail to identify referral agencies and their jurisdiction.

An on-line mapping search of the Queensland Government Development Assessment Mapping System has been carried out and an extract is presented in **Figure 13** below. The search results identify that the subject site is located:

- within the 'Urban Footprint' land use category under the SEQ Regional Plan;
- within water resource planning area boundaries; and

- within a coastal area – erosion prone area.

A review of Schedule 10 indicates that no referral agencies are triggered for the assessment of this Development Application.



Figure 13: *Queensland Government Development Assessment Mapping System – Search Results*

8 State Planning Instruments

This development application is made pursuant to the *Planning Act 2016* (the '*PA*') and seeks approval for development made assessable by the Gold Coast City Plan (Version 11). An outline of State Planning Instrument considerations of relevance to the proposed development is provided in this section.

8.1 State Planning Instruments

State Planning Instruments under the *PA* include:

- Regional Plans;
- State Planning Policy;
- State Development Assessment Provisions; and
- Development Assessment Rules.

The State Planning Instruments of key relevance to the proposed development are discussed below.

8.2 South East Queensland Regional Plan 2017

The South-East Queensland Regional Plan 2023 ('**Shaping SEQ**') incorporates a 50-year vision for the region and, on a nearer horizon, anticipates that the region will need to accommodate more than 2.2 million additional people by 2046, raising the population of the region to almost 6 million people, requiring almost 900,000 additional homes and almost 1 million new jobs to be achieved in this period. Key considerations of relevance to the proposals for the subject site under this Change Application include the following.

- Regional priorities set out at Chapter 2 of Shaping SEQ include identification of housing supply as a regional priority for the region, referring to the 2022 Queensland Housing Summit and National Housing Accord and the National Cabinet target to build 1.2 million additional, well-located homes over five years from July 2024.
- Regional strategies set out at Chapter 3 of Shaping SEQ identify that the population of the Gold Coast is expected to grow from 633,800 people at present to 1,022,100 people by 2046, growth of some 388,300 additional persons. Housing supply targets are identified for the delivery of 161,700 additional dwellings across the Gold Coast by 2046, increasing from an estimated dwelling supply of 271,400 dwellings currently to 433,100 dwellings by 2046. Growth is also promoted in high-rise dwelling stock to increase housing within this form from approximately 10% of the current dwelling supply within the City to represent 30% of dwelling supply in the City by 2046.
- Sub-regional narratives at Part C of Chapter 3, relating to the Gold Coast, include that:
    - The Gold Coast, as the Southern sub-region, is largely characterised by increased densities along the eastern coastline and around regional activity centres to provide denser and more diverse housing product;
    - Homes continue to be provided in proximity to world-renowned beaches and high-quality open spaces as well as recreational, tourist and cultural activities;
    - Growth by consolidation will support the intent to use land and infrastructure efficiently by focussing density in and around appropriate locations identified as providing high amenity and in areas with superior active transport networks, access to public transport, employment and services.

The proposed development at the subject site is directly aligned with the aims of Shaping SEQ in respect of the focussing urban growth in an efficient manner within the Urban Footprint, increasing densities and housing choice and availability within comfortable walking distance to the nearby Nobby Beach Neighbourhood Centre and the future light rail network which is presently under construction in close vicinity to the subject site.

The location of the subject site also assures easy and direct access to the public beachfront of Miami and the adjacent open space network, including Thorn Park, which incorporates the Oceanway in addition to exercise facilities, abundant seating areas, playground equipment, sheltered barbecue and dining facilities and public amenities. Thorn Park extends southward to connect with Don McSween Park and the North Burleigh Headland.

Accordingly, residents of the development will benefit from high amenity, including the much sought after beachfront lifestyle that this neighbourhood offers, with ease of access to a range of attractive destinations, services and facilities within the nearby Neighbourhood Centre, along with the vast social and recreational opportunities afforded by the adjacent public beachfront and nearby cafés and surf life saving clubs.

Overall, therefore, it is logical to conclude that the proposed development represents an appropriate and positive response to the aims of Shaping SEQ.

8.3 State Planning Policy

The State Planning Policy 2017 (the 'SPP') commenced on 3 July 2017, coinciding with the commencement of the Planning Act 2016. Part B of the SPP explains that *'The SPP applies as a 'matter to have regard to' under the Planning Regulation 2017 only if the relevant state interests in the SPP are identified as having not been appropriately integrated in a local planning instrument, and only to the extent of any inconsistency'*.

It further explains that Part E of the SPP contains assessment benchmarks for certain development, which apply when a local government is assessing a development application, only if the relevant state interests in the SPP are identified as having not been appropriately integrated in a local planning instrument, and only to the extent of any inconsistency with the provisions of that instrument.

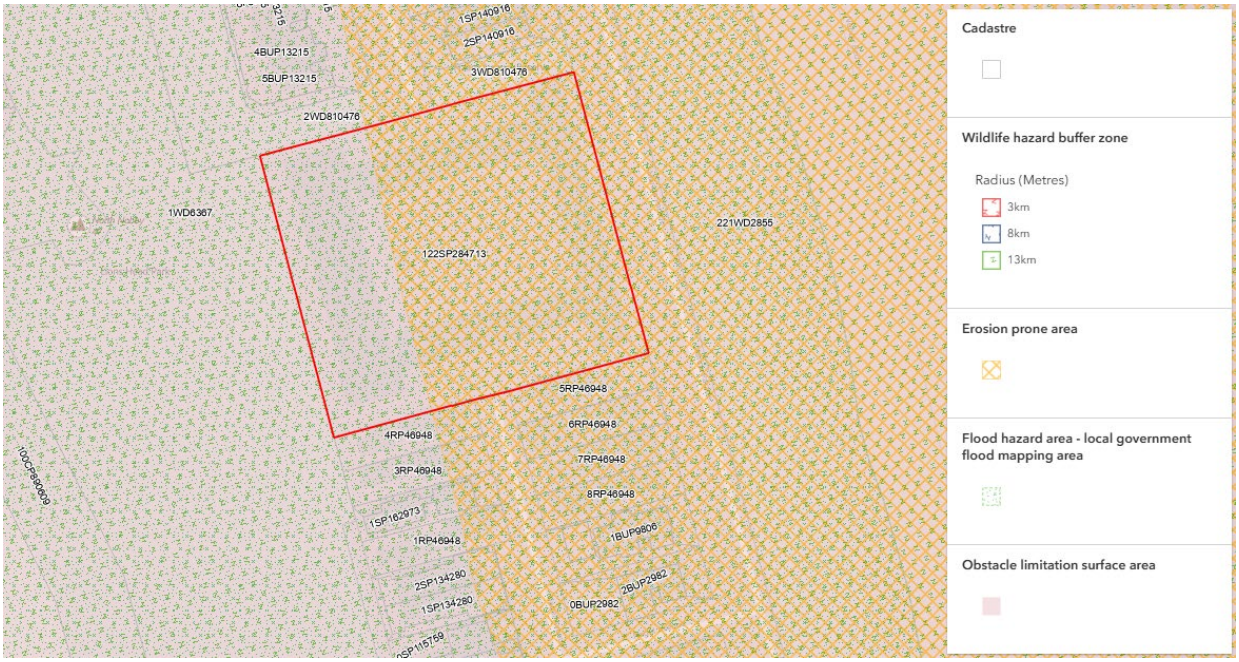


Figure 14: *SPP Interactive Mapping System Search Extract*

State Interests identified by the interactive mapping system, as shown above, relate to:

1. Natural Hazards Risk and Resilience – Flood Hazard Area – Local Government Flood Mapping Area;
2. Natural Hazards Risk and Resilience – Erosion Prone Area;
3. Strategic Airports and Aviation Facilities – Obstacle Limitation Surface Area; and
4. Strategic Airports and Aviation Facilities – Wildlife hazard buffer zone.

This Development Application is made under the provisions of the Gold Coast City Plan (Version 11). Part 2.1 of the City Plan confirms that aspects of the SPP relating to: Natural Hazards, Risk and Resilience (Flooding, Bushfire and Landslide); and Strategic Airports and Aviation Facilities; have been integrated in the City Plan. Accordingly,

assessment of these matters mentioned in Part E of the SPP is incorporated within the assessment of the application against the City Plan included within this Development Application.

However, Part 2.1 of the City Plan also identifies that aspects of the SPP relating to Natural Hazards Risk and Resilience (Erosion Prone Areas) have not been integrated in the City Plan. Accordingly, the provisions of Part E of the State Planning Policy relating to Erosion Prone Areas are considered as follows.

Natural Hazards Risk and Resilience – Erosion Prone Areas

The state interest policies and assessment benchmarks contained in Part E of the SPP related to 'natural hazards, risk and resilience' apply to development applications for a material change of use made over land within:

1. bushfire hazard areas;
2. flood hazard areas;
3. landslide hazard areas;
4. storm tide inundation areas;
5. erosion prone area.

As noted above, the location of the subject site is recorded as falling within identified flood hazard areas and within an erosion prone area. Part 2.1 of the City Plan confirms that the provisions of the SPP relating to flooding hazard have been incorporated within the City Plan.

Accordingly, further consideration of the provisions of Part E of the SPP relevant to natural hazards, risk and resilience, set out below, is limited to the consideration of matters relating to erosion prone areas. The assessment benchmarks of Part E of the SPP, in relation to erosion prone areas, are considered as follows.

Bushfire, flood, landslide, storm tide inundation and erosion prone areas outside the coastal management district:

1) Development other than that assessed against (1) above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.

All natural hazard areas:

2) Development supports and does not hinder disaster management response or recovery capacity and capabilities.
3) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties.
4) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided.
5) The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.

In response to the above considerations of Part E, the key considerations arising from the assessment benchmarks in relation to the subject site and the proposed development relevant to the coastal erosion mapping results are:

- the subject site is located in an urban area in the Gold Coast City Plan, being within an Urban Neighbourhood and within the Medium Density Residential Zone;
- the subject site is located within the Urban Footprint identified in Shaping SEQ;
- the subject site is in a location where foreshore seawall infrastructure, located seaward of the site, is located to provide protection from erosion and other coastal hazards, as identified by the A-line in the City Plan Coastal Erosion Hazard Overlay Mapping;
- the foreshore seawall infrastructure affords protection from erosion and other coastal hazards to enable development to proceed pursuant to the City Plan parameters and the aims of Shaping SEQ which seek to accommodate increased residential densities and growth within the urban neighbourhoods of the City that include the subject site; and
- the subject site is not located within a coastal management district.

Accordingly, the proposed development at the subject site satisfies the relevant assessment benchmarks of the SPP.

8.4 Development Assessment Rules

The Development Assessment Rules (the 'DAR') provides a further level of detail and guidance for development assessment procedures to support the provisions of the Planning Act 2016 and the Planning Regulation 2017.

This Development Application seeks the approval of the Council of the City of Gold Coast (the 'Council' or 'CCGC') for a Development Permit for a Material Change of Use (Impact Assessment) for a Multiple Dwelling development at 122 Marine Parade, Miami, being properly described as Lot 122 on SP284713. This Development Application is made pursuant to the provisions of the Planning Act and will be subject to the procedures set out within the DAR relevant to an Impact Assessment development application, where no referral agency is identified.

9 Gold Coast City Plan

The local planning instrument is the Gold Coast City Plan, Version 11, (the 'City Plan'). As identified previously, this Development Application is subject to Impact Assessment, and part 5.3.3(5) of the City Plan advises that Impact Assessable development:

a) is to be assessed against the identified assessment benchmarks in the assessment benchmarks column;
b) is to be assessed against any assessment benchmarks for the development identified in Part 4, Division 4, Subdivision 1 & 2 of the Regulation.

Further, as noted previously, section 45(5) 0f the Planning Act 2016 states that an Impact Assessment, is an assessment that:

a) must be carried out-
  i. against the assessment benchmarks in a categorising instrument for the development; and
  ii. having regard to any matters prescribed by regulation for this subparagraph; and
b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

Examples of another relevant matter-

- *a planning need*
- *the current relevance of the assessment benchmarks in the light of changed circumstances*
- *whether assessment benchmarks or other prescribed matters were based on material errors*

Accordingly, the applicable assessment benchmarks set out within the City Plan including the Strategic Framework, are reviewed within this Report and the accompanying documentation to this Development Application in addition to consideration of other relevant matters.

9.1 Table of Assessment

Review of the Level of Assessment for this Development Application is set out at section 4.1 of this Report, including review of Table 5.5.2 of the City Plan, providing the Table of Assessment for a Material Change of Use in the Medium Density Residential zone. Review of Table 5.5.2 identifies that the applicable assessment benchmarks for the proposed development are as set out in **Table 3** below.

Table 3: Summary of Assessment Benchmarks

Strategic Framework
Medium Density Residential Zone Code
Multiple Accommodation Code
General Development Provisions Code
Healthy Waters Code
Solid Waste Management Code
Transport Code
Any Overlay Code triggered by an Overlay Map

Accordingly, assessment of the proposed development against these assessment benchmarks is set out within this Report and accompanying documentation. Identification of applicable Overlay Codes is set out below.

9.2 Overlay Maps

A review of the values prescribed for the subject site by the Overlay Maps of the City Plan is summarised in **Table 4** below.

Table 4: Overlay Maps

Overlay Map	Designation	Applicable Code (shown Bold if triggered)
Acid sulfate soils	Land at or below 5m AHD and Land at or below 20m AHD	**Acid sulfate soils overlay code**
Airport environs - Airservices Australia aviation facilities	Not Applicable	**Airport Environs Overlay Code**
Airport environs - Australian Noise Exposure Forecast (ANEF) contour	Not Applicable	
Airport environs – lighting area buffer zone	Not Applicable	
Airport environs – Obstacle Limitation Surface (OLS)	154.5m AHD	
Airport environs – Procedures for Air Navigation Surfaces, Aircraft Operational Surfaces (PANS-OPS)	HP 246.24m AHD	
Airport environs – public safety area	Not Applicable	
Airport environs – wildlife hazard buffer zones	Distance - 13km from airport	
Building height	3 storeys (15 metres)	No overlay code
Bushfire hazard	Not Applicable	Bushfire hazard overlay code
Coastal erosion hazard	Part 40-75m west of seawall and 0-500m west of seawall	**Coastal Erosion Hazard Overlay Code**
Dwelling house	Applicable	No overlay code
Environmental significance - biodiversity areas	Not Applicable	**Environmental significance overlay code**
Environmental significance - priority species	Not Applicable	
Environmental significance - vegetation management	Medium Priority Vegetation	
Environmental significance - wetlands and watercourse	Not Applicable	
Extractive resources	Not Applicable	Extractive resources overlay code
Flood	Not Applicable	Flood overlay code
Heritage	Not Applicable	Heritage overlay code
Industry, community infrastructure and agriculture land interface area	Not Applicable	Industry, community infrastructure and agriculture land interface area overlay code
Landslide hazard	Landslide Hazard Moderate	**Landslide hazard overlay code**
Light rail urban renewal area	Not Applicable	Light rail urban renewal area overlay code
Minimum lot size	Not Applicable	No overlay code
Mudgeeraba village character	Not Applicable	Mudgeeraba Village character overlay code
Pacific motorway service road types	Not Applicable	No overlay code
Regional infrastructure	Not Applicable	Regional infrastructure overlay code
Residential density overlay map	RD6 (1 bed/33sqm)	No overlay code
Ridges and significant hills protection	Not Applicable	Ridges and significant hills protection overlay code
State controlled roads, rail corridor and transport noise corridors	Not Applicable	Regional infrastructure overlay code
Water catchments and dual reticulation	Not Applicable	Dual reticulation overlay code Water resource catchment overlay code

Table 4 identifies that the following Overlay Codes relate to the subject site:

- Acid Sulfate Soil;
- Airport Environs;
- Coastal Erosion Hazard;
- Environmental Significance; and
- Landslide Hazard.

Pursuant to Table 5.5.2 of the City Plan, any overlay code triggered by an overlay map provides assessment benchmarks relevant to the assessment of a development application. Accordingly, the applicable assessment benchmarks triggered by the above overlay codes are addressed within this Report and the accompanying documentation.

10 Strategic Framework

Table 5.5.2 of the City Plan (Table of Assessment for Material Change of Use: Medium Density Residential Zone) confirms that the Strategic Framework represents an assessment benchmark in relation to Impact Assessable development, where Impact Assessment is triggered by the proposed building height.

The Strategic Framework is quite broad in nature, however, provisions of the Framework are of relevance to this Development Application. The subject site is identified within the Designated Urban Area (Strategic Framework Map ('SFM') 1 – Designated Urban Area). Whilst the Strategic Framework mapping is not cadastrally based, the identification of key centres and road corridors affords identity of the general location of the subject site. The subject site falls within the Urban Neighbourhoods area and within the Investigation for Light Rail Urban Renewal Area under SFM2 – Settlement Pattern as shown in **Figure 15** below. A concise consideration of key relevant elements of the Strategic Framework is outlined below in the context of these characteristics.

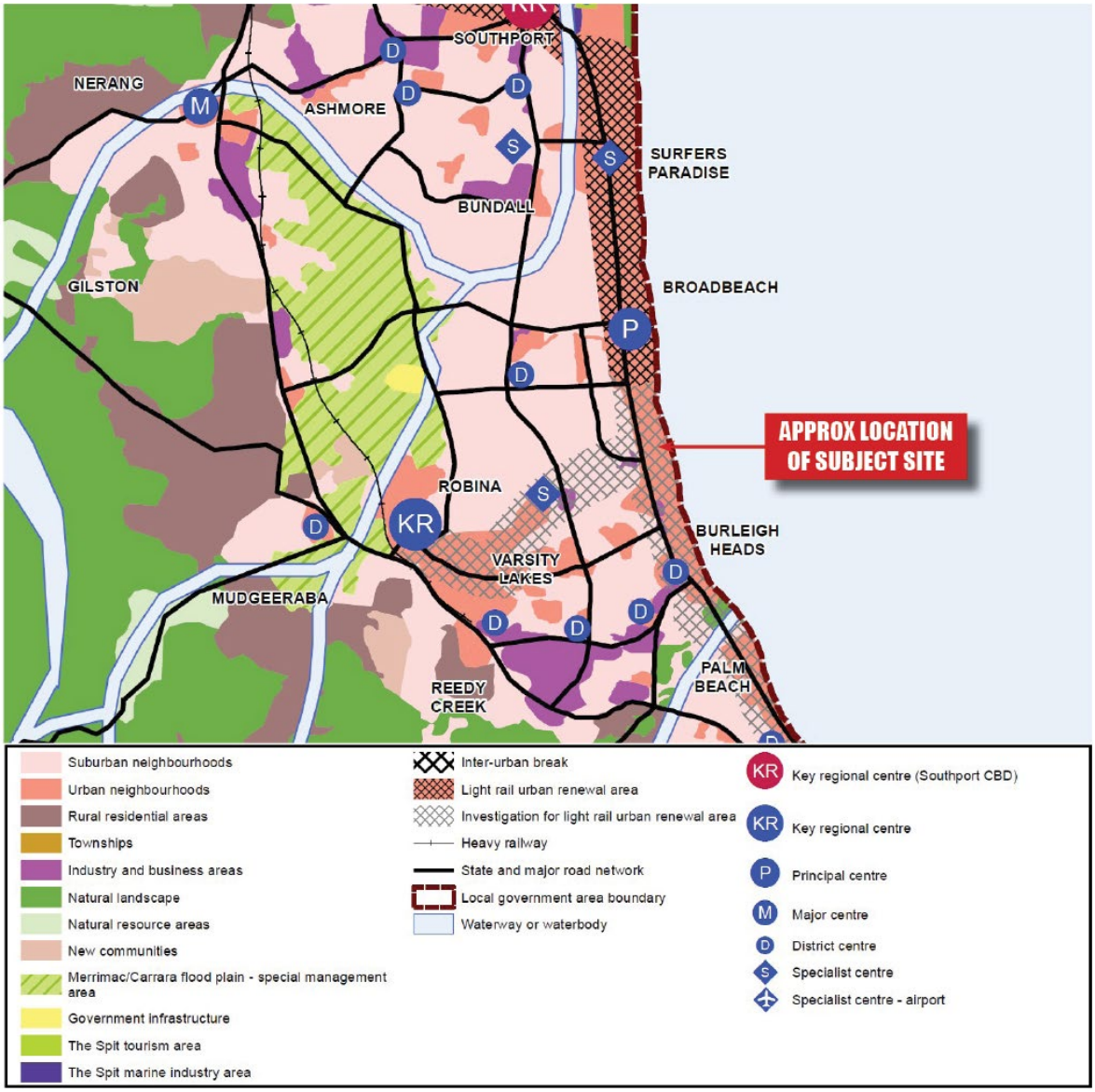


Figure 15: *Extract of Strategic Framework Map 2 – Settlement Pattern*

10.1 World Class City (Part 3.2.1)

Under the provisions of the over-arching Strategic Intent of the City Plan, the transition of the Gold Coast to a world-class city is given clear support under Part 3.2.1 of the City Plan. Part 3.2.1 provides further explanation in respect of this Strategic Intent, including:

- *The City Plan represents a major shift from development on the city's fringe to redevelopment of urban centres and key inner-city neighbourhoods, to achieve an orderly and economically efficient settlement pattern;*
- *Some urban areas will be renewed and transformed thanks to investment in world-class infrastructure, while other urban areas will be protected to maintain their existing appearance and amenity, or business function;*
- *The City Plan supports greater development intensity and smaller lot sizes in the city's well serviced and highly urbanised areas while requiring lower development intensities and larger lot sizes in areas where services and infrastructure are not as advanced, also providing a transition to the city's non-urban areas;*
- *This means that the Gold Coast, as a world-class city, will mature into a diverse yet sophisticated and globally competitive economic powerhouse and lifestyle destination, and will have the benefits of all the economic opportunities presented by a world-class city, whilst also retaining the excellent elements that make it a great place to live.*

The Strategic Intent expressed in respect of the transformation of the Gold Coast to a world class city, draws out some key considerations of relevance to the subject site and the proposed development, summarised as follows:

- The subject site is located within an Urban Neighbourhood, and within an Investigation Area for the Light Rail Urban Renewal Area, as identified by the extract of Strategic Framework Map 2 presented in **Figure 14** above;
- Extension of the light rail corridor in the location of the site is now well beyond the investigation stage with planning complete, construction of the light rail infrastructure between Broadbeach South and Burleigh Heads presently underway and operation anticipated to commence from mid-2026;
- The subject site is within approximately 550m walking distance of the nearest planned light rail station, being the Nobby Beach Neighbourhood Centre at Chairlift Avenue;
- A further light rail station to be situated adjacent to the Miami State High School is within approximately 700m walking distance from the site via Santa Monica Road;
- The subject site is also located within proximity of 4 existing bus stops operating along the Gold Coast Highway served by high-frequency bus routes which currently provide connectivity to the Gold Coast light rail network via the Broadbeach South Station;
- The nearest bus stops to the site operating in both a north-bound and south-bound direction are situated at approximately 550m metres walking distance from the site via Chairlift Avenue;
- Additional bus stops, again serviced by both south-bound and north-bound routes, found within approximately 660m to 700m walking distance from the subject site, via Santa Monica Road, with the stops located on the Gold Coast Highway at the western side of the Miami State High School;
- The location of the subject site, within the Medium Density Residential Zone, and within an 800-metre walking radius of two planned Light Rail Stations, and within 400m of the Nobby Beach Neighbourhood Centre, represents a well serviced urbanised area where redevelopment to achieve a more orderly and economically efficient settlement pattern is supported by the Strategic Intent expressed at Part 3.2.1 of the City Plan;
- This intent aligns with the aims of the South East Queensland Regional Plan, explored previously within this Report, which seek to increase densities along the eastern coastline, providing homes in proximity to world-renowned beaches and high-quality open spaces as well as recreational, tourist and cultural activities, focussing growth and density in and around appropriate locations to provide high value amenity and access to public transport, employment and services; and
- The proposed development at the subject site represents a desirable response to these aims of the Regional Plan and the related considerations of the Strategic Framework, delivering increased density within the new high-quality apartments where residents will benefit from a very high level of amenity, proximity to the vast expanse of public beachfront and adjacent parkland directly opposite the site to the east, ease of walkability to the Nobby Beach Neighbourhood Centre and to nearby high-frequency public transport services.

In brief, the proposed development, involving the redevelopment of a well located urban residential site to provide a new exceptionally high-quality Multiple dwelling development, in a location that benefits from ease of access to a range of services, shopping, dining and recreational opportunities, and within comfortable walking distance of high-frequency public transport services, represents a positive response to the Strategic Intent expressed at Part 3.2.1 of the City Plan.

10.2 City Shape and Urban Transformation (Part 3.2.2)

Part 3.2.2 refers to the City Shape (Settlement Pattern) noting that the urban area of the City comprises:

i. Mixed use centres;
ii. Specialist centres;
iii. Neighbourhood centres;
iv. Industry and business areas;
v. Urban neighbourhoods, including the light rail urban renewal area;
vi. Suburban neighbourhoods;
vii. New communities;
viii. Merrimac/Carrara flood plain special management area;
ix. Townships;
x. The Spit tourism area; and
xi. The Spit marine industry area.

Part 3.2.2 explains that *'urban renewal and transformation will see an intentional new city shape emerge'*, with growth and development being *'concentrated in an integrated network of well serviced urban places, with good access to public transport, services and infrastructure assets, or where improvements to public transport provide a catalyst for mixed use development and higher density living'*. It further explains the intent for the City shape to be *characterised by a diversity of well-connected, liveable urban places and business efficiency and productivity, and through this achieving the avoidance of sprawl outside the urban areas, to protect the world-class environment, spectacular scenic amenity and help to ensure that the investment in public infrastructure is both environmentally and financially sustainable*.

Part 3.2.2 goes on to clarify that *'Development intensity in the city's urban area will generally increase to align with improved public transport services and the augmentation of essential infrastructure networks"* and that the *"light rail will be a catalyst to transform the city into a highly connected, compact city with vibrant centres, specialist precincts and urban renewal corridors".*

As noted previously, the subject site is located within an Urban Neighbourhood, and is beneficially located to ensure that residents of the development will enjoy ease of access to existing high-frequency public transport services and broad range of desirable destinations in the surrounding locality, including the Nobby Beach Neighbourhood Centre and planned light rail stations within a comfortable walking distance from the subject site, and the vast recreational opportunities afforded by the public beachfront and adjacent parkland directly opposite the subject site across Marine Parade. The proposed development represents a positive response to this strategic outcome of the City Plan and supports the planned renewal, transformation and intentional city shape that is envisaged by the Strategic Framework, as outlined above. This is achieved by the delivery of efficient use of this well located urban site through accommodating increased residential density in the form of a high-quality Multiple dwelling building, providing increased residential densities to contribute positively toward addressing the significant housing need being experienced currently within the City and across South-east Queensland, and doing so in a highly sustainable location where residents will benefit from ease of access to the broad range of destinations outlined above by walking or other active transport means.

Moreover, the proposed development will achieve these desirable outcomes within a built form exhibiting exceptional architectural form and character, complemented by bespoke integrated landscape design, which will ensure the creation of a luxurious residential living environment and a desirable and iconic addition to the streetscape character of the site and its locality.

10.3 The Strategic Framework Structure (Part 3.2.4)

The Strategic Intent of the City Plan is supported by six city shaping themes, as follows:

1. Creating liveable places;
2. Making modern centres;
3. Strengthening and diversifying the economy;
4. Improving transport outcomes;

5. Living with nature; and
6. A safe, well designed city.

Further discussion of the themes of key relevance to this Development Application is provided as follows.

10.4 Creating Liveable Places – Strategic Outcomes (Part 3.3.1)

Part 3.3.1 of the City Plan sets out a number of strategic outcomes supporting the theme of creating liveable places.

These strategic outcomes relate to containing urban activity within the city's urban area. Of relevance to the subject site, the strategic outcomes expressed at Part 3.3.1 include:

- *The Gold Coast's settlement pattern provides housing choice and diverse lifestyle opportunities in mixed use centres and specialist centres, neighbourhood centres, urban neighbourhoods, suburban neighbourhoods, new communities, and rural residential and township areas.*
- *Housing is provided at a form, height and scale consistent with the function, amenity and desired future character of local areas and centres and promotes a sense of community cohesion and wellbeing. Housing is attractive and well designed.*
- *Medium and higher intensity housing occurs in mixed use centres and specialist centres and urban neighbourhoods.*
- *Urban neighbourhoods accommodate a diverse and well-connected network of urban places. Development is focused on mixed use centres and specialist centres and public transport hubs, and densities are higher in areas with high frequency public transport, community facilities and infrastructure capacity.*

In the context of these higher order Strategic Outcomes, the subject site is located within an Urban Neighbourhood and is well connected to:

- high-frequency public transport services accessible within comfortable walking distance, just beyond 400m, from the subject site;
- shopping, dining and business services within Nobby Beach Neighbourhood Centre which is located within 450m of the subject site;
- recreational and entertainment opportunities including:
  - the patrolled beachfront of Miami Beach and the adjacent Thorn Park being accessible directly opposite the site across Marine Parade;
  - the Nobby Beach SLSC being located within approximately 350m of the site to the north on Albatross Avenue; and
  - the Miami Beach SLSC being located within approximately 740m to the south along Marine Parade.

In the context of the locational attributes of the subject site, it is clear that this represents a location that is envisaged for renewal to provide medium intensity housing, in attractive and well-designed building form, such as that of the proposed development, as expressed through Part 3.3.1 of the City Plan.

Further considerations, specific to the City Plan intent for Urban Neighbourhoods are expressed through Part 3.3.2 of the City Plan, are addressed below.

10.5 Element – Urban Neighbourhoods (Part 3.3.2.1)

Specific Outcomes relating to Urban Neighbourhoods are expressed at Part 3.3.2.1 of the City Plan, including the outcomes identified below, which are of relevance to the proposed development at the subject site.

1. *Urban neighbourhoods are compact, pedestrian friendly, offer housing choice and high amenity and provide access to facilities, services, public transport, employment and essential infrastructure;*
2. *Urban neighbourhoods are generally located on or near high frequency public transport corridors serviced by light rail or rapid bus;*

3. *Certain locations not within or near high frequency public transport corridors reflect long-term locations of medium and high intensity development and have the potential for increased public transport services;*
4. *Urban neighbourhoods vary from pockets of detached housing on smaller lots to medium or higher intensity places containing medium or high-rise buildings;*
5. *Housing includes a mix of tenure, size and type to assist with affordability options, and to support occupants from various social and cultural backgrounds including key workers;*
6. *Urban neighbourhoods have a public transport hub, community facility, park or mixed use centre, specialist centre or neighbourhood centre as their focal point;*
7. *Streets are characterised by high-quality walking and cycling paths, street trees and local streets for shared car and bike use. A legible built form and network of interconnected thoroughfares make it easy to get around;*
8. *The Building height overlay map shows the building height pattern and desired future appearance for local areas within urban neighbourhoods. This map also shows areas where building heights change abruptly to achieve a deliberate and distinct contrast in built form within and between low, medium or high-rise areas;*
9. *Increases in building height up to a maximum of 50% above the Building height overlay map may occur in limited circumstances in urban neighbourhoods where all the following outcomes are satisfied:*
    a) *the development is not located within The Spit Master Plan height sensitive area, as identified on the Building height overlay map;*
    b) *a reinforced local identity and sense of place;*
    c) *a well managed interface with, relationship to and impact on nearby development, including the reasonable amenity expectations of nearby residents;*
    d) *a varied, ordered and interesting local skyline;*
    e) *an excellent standard of appearance of the built form and street edge;*
    f) *housing choice and affordability;*
    g) *protection for important elements of local character or scenic amenity, including views from popular public outlooks to the city's significant natural features;*
    h) *deliberate and distinct built form contrast in locations where building heights change abruptly on the Building height overlay map; and*
    i) *the safe, secure and efficient functioning of the Gold Coast Airport or other aeronautical facilities.*
10. *Increases in building height, beyond 50% above the Building height overlay map, are not anticipated in urban neighbourhoods;*
11. *Increases in building height above the height indicated on the Building height overlay map are not anticipated in the Urban neighbourhood within The Spit Master Plan height sensitive area, as this area has a deliberate planned building height;*
12. *Urban neighbourhoods are diverse and distinguished by a distinct appearance, identity and built form in each neighbourhood;*

The location of the subject site and its suitability for redevelopment in the context of its location within an Urban Neighbourhood has been considered at length in respect of the Strategic Intent and Strategic Outcomes as set out within this Report above, where it is demonstrated that the proportions of the subject site and its setting within a well-serviced beachside urban neighbourhood represent a unique opportunity for delivery of the transformation envisaged by the Strategic Framework to deliver medium intensity housing in an iconic new building of distinguished architectural flair.

A key consideration arising from Part 3.3.2.1 of the Strategic Framework in respect of the Impact Assessment trigger applying to this Development Application, is the proposed building height. As explained in previous sections of this Report, the proposed development incorporates a building height which exceeds that nominated on the Building height overlay mapping applying to the subject site, being the 3 storeys (15 metres) building height category. Accordingly, having regard to the specific outcomes provided in respect of Urban Neighbourhoods at Part 3.3.2.1 of the City Plan, it is appropriate to undertake consideration of the matters relating to increases in building height. This is addressed as follows.

Increases in building height up to a maximum of 50% above the Building height overlay map may occur in limited circumstances in urban neighbourhoods . . .

The key initial test is to consider the proposed building height in the context of the provision for an increase of up to 50% in building height within Urban Neighbourhoods. Applied to the building height category relevant to the subject site, being 3 storeys (15 metres), an increase of 50% would provide for a building height of up to 4.5 storeys (22.5 metres).

With regard to the determination of the total number of storeys, the proposed development comprises of four full residential floor levels and an additional partial fifth floor level with private roof terraces above. Each of the residential levels comprises a 'storey' pursuant to the definition contained in the Planning Regulation 2017, as set out previously within this Report. The private roof terraces situated above the fifth storey level are comprised of outdoor private roof terrace areas, together with limited internal spaces occupied by elements that are not captured by the definition of a 'storey'.

Having regard to the definitions explored at section 5 of this Report, the proposed development is technically described as comprising five storeys, slightly exceeding the 50% uplift in terms of the number of storeys, which is rounded down to 4 storeys from the 4.5 fraction identified above, pursuant to the note included to Specific Outcome 9, which reads as follows.

"Note: Where the Building height overlay map shows both storeys and metres, the lesser of the two shall apply, and any fraction which results from the calculations shall be rounded down to the nearest floor or partial floor."

When measured in metres, however, the proposed development comprises an overall maximum height of 22.46m, thereby being compliant with the 22.5m parameter determined by the 50% uplift in terms of building height in metres. Notably, only the lift overrun elements of the built form achieve the height of up to 22.46m measured from existing ground level to the top of the lift overrun. The predominant form at the private roof terrace level, is the floor level which attains a height of 18.855m measured from existing ground level. To a lesser extent, built form at roof level, comprises small enclosed spaces containing access between levels together with bathroom and laundry facilities, with these achieving a height of 21.745m measured from existing ground level. Each of these elements, therefore, sit comfortably below the upper building height parameter of 22.5m derived from applying the 50% uplift to the 15m building height category.

Having regard to the uplift in building height that is proposed, it is relevant to have regard to the local context of the site which exhibits several examples of built form exceeding the 50% uplift parameter in terms of the number of storeys, including some recent examples benefiting from development approvals that have been granted by Council under the provisions of the current City Plan, and some older buildings of 5 and 9 storeys in height in close proximity to the site along Marine Parade.

Accordingly, it is clear that the form of the proposed development will complement the established built form character of its setting, making efficient use of the unique opportunity presented by generous proportions of this beachside site, and remains within the 50% uplift parameter applying to the subject site.

The proposal, therefore, logically falls within reasonable community expectations having regard to the contextual setting of the site, the established character of varied building heights within proximity to the site, and the high-quality and distinctive architectural excellence exhibited in the design of the development which will contribute positively towards enhancing a sense of place in the local streetscape.

This is explored further against the considerations set out under Specific Outcomes (a) to (i) of Part 3.3.2.1(9) of the City Plan as follows.

a. a reinforced local identity and sense of place;

Analysis of the established identity and character of the local urban beachfront neighbourhood of Miami, within which the site is located, is properly informed by consideration of the character that is evident as one travels along Marine Parade, from the south to the north where it intersects with Albatross Avenue, via a sweeping north-west bend. The neighbourhood extending through Nobby Beach and Mermaid Beach to the north of the site form part of the local context, as do the views to Magic Mountain above the subject site to the west.

In the Marine Parade context of the subject site, and streets immediately to the west, extending through from the beachfront to the Gold Coast Highway, are characterised by a mixed built form character, reflective of the evolving medium density residential intent for this neighbourhood. Residential buildings range from detached dwellings of varying proportions and ages, through duplex dwellings and multiple dwelling

developments. Building heights range from remnant single storey buildings through to buildings of 5 storeys and 9 storeys, in close proximity to the north and south of the subject site, respectively.

This mixed building height character of the local context is demonstrated through the photographic analysis presented in **Figure 6** of this Report.

Overall, the form and appearance of the proposed development complements and reinforces the built form characteristics that are distinctive in this northern area of the Miami beachside neighbourhood, set against the north Nobby headland and Lions Head Park.

Moreover, the proposed design and appearance of the development contributes effectively to complementing and reinforcing the vertical character of built form in its local context, with its curved sweeping edges and central open courtyard enhancing the interplay between the built environment of this neighbourhood and its context to the beachfront open space, whilst the private open space terraces afford enhanced casual surveillance opportunities over the adjacent public realm.

The proposed building height is, therefore, reflective of the existing, intended and emerging character of the local urban neighbourhood, maintaining a pattern of varied building heights within the Miami beachfront locality and contributing positively to the enhancement of the sense of place in its setting.

The proposed development will further complement and enhance the variety of dwelling types making up the local neighbourhood in which it is situated, affording desirable opportunities for a luxurious sub-tropical lifestyle environment.

b. a well managed interface with, relationship to and impact on nearby development, including the reasonable amenity expectations of nearby residents;

As explored previously within this report, the proposed development responds positively to the considerable proportions of the subject site, through adoption of generous setbacks from site boundaries, thereby optimising separation from nearby buildings. Coupled with this, the sweeping curved lines complemented by landscaped private terraces and feature screen elements further reinforce the sense of privacy and preservation of amenity that has been thoughtfully integrated in the architectural design, benefiting both the proposed apartments within the development and neighbouring properties.

The design of the proposed development, very intentionally, provides a well-managed interface with neighbouring premises and the adjacent public realm, being to the street frontages of Marine Parade, Fraser Avenue and Nagel Avenue. The respectful setbacks adopted to site boundaries, coupled with the orientation of private open space balconies and incorporation of attractive feature screening elements and integrated landscape design contribute effectively to successfully managing these interfaces.

Given the generous building setbacks adopted in the design of the proposed development, existing view corridors from neighbouring properties to attractive local features will be preserved. The distinctive, well-articulated, and extensively landscaped character of the proposed development will further ensure that the site itself will contribute an attractive feature to enhance the streetscape appeal of the subject site and the visual character of its setting.

The exceptional architectural design of the proposed development reinforces a human scale, with the subdued form of the upper levels supporting an outcome that complements the surrounding pattern of building heights, ensuring that the development will sit comfortably within and complement the varied form and character of its local context.

c. a varied, ordered and interesting local skyline;

The proposed development represents a positive response to the intent for variation in the local skyline. The overall height of the development is predominantly set at 18.855m in height, measured from existing ground level to the private roof terrace level.

Overall, a maximum building height of 22.46m is attained in relation to the lift overruns at the roof terrace level, with a height of 21.745m to the top of the small enclosures accommodating access and amenities within the private roof terraces.

Accordingly, the overall height of the proposed development remains comfortably within the maximum 50% uplift provision envisaged by the Strategic Framework for urban neighbourhoods of the City, including the context of the subject site.

The varied skyline existing in the neighbourhood context of the subject site is explored previously within this Report and a broad overview is presented in the building heights analysis diagram presented in **Figure 16**

below, identifying the mixed building height character evident in the immediate local context of the subject site, identifying existing and approved building heights within the neighbourhood ranging from 4 storeys up to 9 storeys.

The proposed private roof terraces incorporating extensive landscaping throughout will deliver an attractive addition to the streetscape, with outdoor living facilities complemented by greening and shaded spaces. It is clear that the exquisite and thoughtful design of the proposed development will contribute positively to reinforcing the varied, ordered and interesting existing local skyline of its setting.

Moreover, the proposed building height of the development does not protrude above the heights of nearby taller buildings in close proximity to the subject site, including the five storey and nine storey buildings to the north and south, respectively, of the site in this northern area of Marine Parade.



Figure 16: *Building Height Analysis Mapping – Immediate Vicinity of the Subject Site*

d. an excellent standard of appearance of the built form and street edge;

The architectural language of the proposed development, as outlined previously, delivers a unique and exquisite built form character and appearance to enhance the streetscape character.

The sweeping curved edges of the development, with deep private open space terrace elements, provide generous spaces for outdoor living whilst diminishing the perception of building bulk due to the open and landscaped interface provided to the site edges, including the street edge.

The graduating layers of built form, with reduced floor plates and subdued form in the upper levels of the development deliver a sense of human scale within the building and break up the perception of building bulk.

The organic form of the floor plates with the integrated landscaped edges, feature privacy screens, and creation of a sense of openness in the streetscape, deliver significant visual interest in the development.

This is further enhanced by the U-shaped form adopted, with generous separation distances between the northern and southern wings of the development, wrapping around a luxurious communal landscaped courtyard. These distinctive design elements very effectively break up the perception of built form in views from the adjacent public realm and contribute a benchmark standard of excellence in the design and appearance of the development overall and particularly in its relationship with the street edge.

e. housing choice and affordability;

The proposed development, comprising of 46 apartments, contributes positively to the choice and availability of housing stock in the local area. Whilst the Miami beachfront neighbourhood is generally recognised as a somewhat elite residential precinct, an uplift in the availability of housing contributes toward improving affordability. The proposed development delivers an uplift in the residential density of the subject site, through an increase in the overall number of bedrooms accommodated on the site, suited to meeting the housing needs of a range of household types and sizes.

The proposed luxury apartments will provide an effective contribution to the overall range and choice of housing typology and availability within the local area, being a precinct which presently combines a mix of substantial detached dwellings, ranging through to apartment living in buildings of varying scale and character, as identified in the site and location context analysis set out previously in this Report.



f. protection for important elements of local character or scenic amenity, including views from popular public outlooks to the city's significant natural features;

The architectural design has paid thoughtful attention to the preservation of local character and scenic amenity, including views from popular public outlooks, with the unique design attributes, curved lines, central open character and tapered built form, contributing a positive addition to both the built and natural environment of the site and its surroundings and complementing the local character and scenic amenity of its setting.

g. deliberate and distinct built form contrast in locations where building heights change abruptly on the Building height overlay map; and

The subject site is located in an area where building heights do not change abruptly on the Building height overlay map. As illustrated previously in this Report, the proposed development fits comfortably within the established building height profile of its surrounding context and does not create an abrupt change to the pattern of building heights already established within the immediate locality.

h. the safe, secure and efficient functioning of the Gold Coast Airport or other aeronautical facilities.

The subject site is located within an area identified with an 'Outer Horizontal Surface' of 154.5m AHD according to the Airport Environs – Obstacle Limitation Surface (OLS) overlay map – Map 2, and an in area where HP246.24m AHD applies under the Airport Environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map. The proposed development comprises a building height that is significantly below these nominated height limitations.

Whilst the proposed development slightly exceeds the 50% uplift in building height in terms of the number of storeys, it is notable that the overall proposed building height remains compliant with the 50% uplift measured in metres, and predominantly the built form sits comfortably below the overall maximum height of 22.5m determined by this 50% uplift parameter.

Further, the above analysis demonstrates that the proposed development responds very positively to the considerations of Specific Outcome 3.3.2.1(9) of the City Plan, delivering an exquisite example of architectural and landscape design excellence that will significantly enhance the contribution of the site to the streetscape character of its setting and reinforce the sense of place that is evident in the mixed scale of built form and residential density found within the local neighbourhood of Mermaid Beach.

Moreover, the outcomes of the proposed development will deliver an uplift in residential density, commensurate with the intent of the Medium Density Residential Zone within which the site is located, and will provide highly desirable lifestyle opportunities, embracing sub-tropical living conditions where residents will benefit from the high-quality residential accommodation, the thoughtful composition of architectural design and landscape

character of the development, in a walkable neighbourhood that affords ease of access to a wide range of commercial, social and recreational opportunities close to their place of residence.

Having regard to Specific Outcome 3.3.2.1(10) which advises that increases in building height beyond 50% above the Building height map are not anticipated in urban neighbourhoods, we again acknowledge that the overall height of the proposed development, whilst compliant with the 50% uplift parameter applied when measured in metres, represents a slight variation comprising of one additional storey to the 50% uplift parameter applied in terms of the number of storeys. The one additional storey in this instance is essentially a partial storey, with Level 5 of the development comprising a considerably reduced floor plate in comparison to the levels below, with a minimum setback of 18.18m from the Marine Parade street frontage boundary to the enclosed facades of the apartments at this level.

The effect of this design response is that the upper level of the development is visible only in longer frame and oblique views from the public realm, with the predominant built form of the development perceived principally a 4-storey form.



The Applicant clearly could have taken the approach of proposing built form up to a height of 22.46m whilst only providing a total of four storeys, as other examples of recent development approvals portray in the local area. However, a more responsible approach to the delivery of housing and increased residential densities has been taken through the proposal for the additional partial storey in a built form exuding particular design excellence.

Moreover, assessment of the proposed development against the key relevant considerations of Strategic Framework, including Specific Outcome 3.3.2.1(9), set out above, demonstrates that the proposed development satisfies all relevant design considerations and surpasses expectations in terms of delivery of desirable outcomes against these parameters.

Our conclusions in this respect, have regard to the unique circumstances of the subject site and the outcomes achieved by the responsible approach of the Applicant to its redevelopment, delivering beneficial and exceptional planning outcomes outweighing the extent of non-compliance with the City Plan. These unique circumstances and outcomes include:

- Unique Site Opportunity and Efficient Use of Land
    - The subject site, comprising an area of 7,284sqm and boundary dimensions of 80m to 90m, represents a unique opportunity in this beachfront urban neighbourhood of Miami for redevelopment to deliver new residential housing in a form that provides sufficient car parking provision, servicing and communal recreation facilities, whilst observing respectful setbacks and separation from neighbouring properties.
    - The proposed development achieves these outcomes whilst also delivering architectural and landscape design outcomes of exemplary quality such that the development will enrich the visual character and

experience of the streetscape and surrounding public realm and provide a luxurious residential living environment on the subject site.

- Compatibility with local character
  - The development does not exceed the City Plan 50% building height uplift parameter when measured in metres. The built form of the proposed development comprises a maximum height of 22.46m, measures to the top of the lift overrun, being compliant with the building height provided for by Specific outcome 3.3.2.1(9) of the City Plan. Further, the finished level of the private roof terraces is 18.855m, being comfortably below the maximum figure of 22.5m achieved under the 50% uplift parameter.
  - The character of Marine Parade is mixed and best described as representing a transitional phase as sites comprising older traditional dwellings and unit buildings are being transformed to make way for more contemporary built form incorporating a mix of substantial detached dwellings and multiple dwelling buildings of varying heights and scale. Prevailing building heights range from two-storeys up to nine-storeys in the vicinity of the site.
  - A short distance to the north of the subject site, located at 142 Marine Parade is a recent five-storey Multiple dwelling development, whilst to the south of the subject site, located at 40 Marine Parade (Sanderling) and 90 Marine Parade (Ceol-Na-Mara) are existing Multiple dwelling buildings of six and nine-storeys in height, respectively.
  - Further, throughout the adjoining urban neighbourhood of Mermaid Beach, this varied and transitional building height pattern continues with several examples of six and seven-storey buildings found along the beachfront corridor, and a pattern of recent approvals for developments of five to seven storeys in height, ranging from 15.8m to 22.5m in metres, throughout this neighbourhood.
  - The proposals for the subject site maintain a built form height in metres that is consistent and compatible with the existing and emerging scale of medium density development in the vicinity of the site and are, therefore, within the realm of reasonable community expectations in the circumstances of the site.
- Lack of Impact
  - The beachfront corridor of Marine Parade, Miami, and the neighbouring Mermaid Beach corridor reflect a specific visual context and character of mixed building heights and characteristics as outlined above. The scale and form of the proposed development, occupying this uniquely large site on Marine Parade, has adopted respectful setbacks to all site boundaries and embraces exceptional architectural flair and character in its design, to ensure that impacts on privacy and amenity for surrounding residential properties are sensitively managed and that the development will deliver a positive addition to the streetscape character and setting of the site.
- Housing Choice and Availability
  - Under the strict application of the 50% building height uplift provisions of the City Plan, development on the subject site could be delivered up to a height of 22.5m with only four storeys of built form within that volume. The proposed development, however, takes the opportunity to deliver an additional partial fifth storey with rooftop terraces above within an overall maximum height of 22.46m and a predominant height of 18.855m to the private roof terrace level, allowing the achievement of increase in residential dwelling yield.
  - The proposed development incorporates 46 residential units in a mix of two, three and five-bedroom apartments, thereby delivering a mix of dwelling units to respond to the housing needs of a broad cross-section of household types and sizes in a high-quality residential living environment and well-serviced location within the coastal corridor of the City.

- The uplift in delivery of residential dwellings represents a positive contribution toward improving housing supply in the local neighbourhood in response to the dire housing need presently being experienced across south-east Queensland.

- Accessibility to Infrastructure and Services
  - The subject site benefits from excellent situational proximity to high frequency public transport services, including future light rail stations, with the nearest planned station being Nobby Beach Station, accessible within a walking distance of approximately 550m from the subject site. This station will be delivered as part of the Light Rail Stage 3A project which is presently under construction and anticipated to commence operations in mid-2026.
  - Presently, the subject site equally benefits from good proximity to high frequency bus services operating along the Gold Coast Highway and connecting with the light rail services at Broadbeach South. The nearest bus stops in proximity to the subject site, both north-bound and south-bound, are located similarly at approximately 550m walking distance from the subject site.
  - The Nobby Beach Neighbourhood Centre, offering a diverse range of shopping, dining, entertainment and other services, is situated to the north-west of the subject site and accessible by walking within approximately 460m from the site.
  - The subject site also benefits from direct accessibility to the vast recreational opportunities available in the Miami public beachfront and adjacent parkland, including the Oceanway corridor, situated opposite the subject site across Marine Parade. Nearby facilities also include the Miami Beach Surf Life Saving Club ('**SLSC**') approximately 730m to the south of the site along Marine Parade, and the Nobby Beach SLSC and BSKT Café situated approximately 300m to the north of the site via Marine Parade and Albatross Avenue.
  - The proximity of the subject site to these various destinations represents a highly desirable location for increasing residential density and housing growth opportunities within the well-serviced areas of the Urban Footprint and within a walkable neighbourhood in accordance with the aims and intent of both the SEQ Regional Plan and the Gold Coast City Plan.

As concluded above, the unique circumstances and positive outcomes of the proposals for the subject site represent beneficial planning outcomes that outweigh the limited extent of non-compliance with the City Plan considerations relating to building height uplift.

11 Planning Need

The proposed development is subject to Impact Assessment in accordance with s.45(5) of the PA, which prescribes that an Impact Assessment:

a) must be carried out-
  i. against the relevant assessment benchmarks in a categorising instrument for the development; and
  ii. having regard to any matters prescribed by regulation for this sub-paragraph; and
b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise

Notation to section 45(5) of the PA provides examples of an 'other relevant matter', as follows, noting that this is not an exhaustive list of considerations but a selection of examples.

- *a planning need;*
- *the current relevance of the assessment benchmarks in the light of changed circumstances;*
- *whether assessment benchmarks or other prescribed matters were based on material errors.*

Initially, noting that the above does not reflect an exhaustive list of other relevant matters that may fall for consideration in an Impact Assessment, we refer again to the conclusions drawn in the previous section of this Report regarding the proposed building height of the development, that the unique circumstances and positive outcomes of the proposals for the subject site represent beneficial planning outcomes that outweigh the limited extent of non-compliance with the City Plan considerations relating to building height uplift.

Further to this and having regard to the consideration of a planning need, it is also relevant to have regard to the well-recognised housing crisis presently being experienced in South-East Queensland, with the situation having been the subject of many policy reviews, think-tank investigations and advocacy activities by the property industry and other groups. Some recent and relevant headlines in this respect are presented in **Figure 17** below.

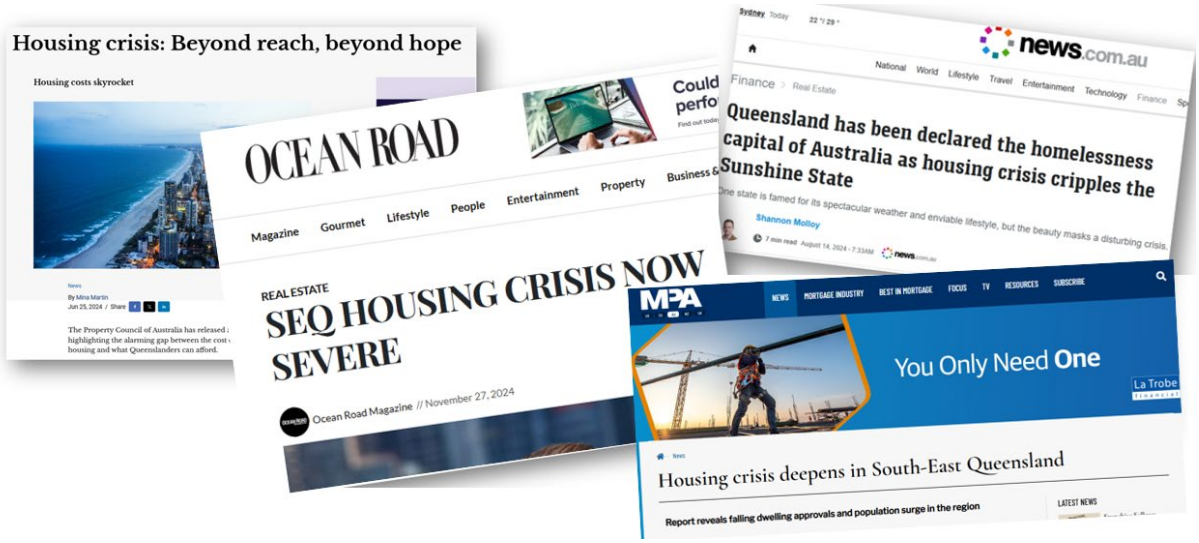


Figure 17: *Examples of Multiple Headlines on the Housing Crisis in South-east Queensland*

In this respect, the proposed development represents an overall uplift in residential density at the subject site. Whilst the proposed development delivers 46 residential apartments, and the existing development on the site comprises of 46 residential apartments, the proposals deliver a considerable increase in the number of bedrooms compared with the existing premise s on the site, supporting an overall increase in the number of persons that may be accommodated on the subject site.

Overall, the subject site presently accommodates 42 two-bedroom apartments; and 4 three-bedroom apartments; with a total of 96 bedrooms and a residential density of 1 bedroom per 75.9 sqm. Accordingly, the existing use of

the premises is considerably lower than the City Plan Residential density overlay mapping characteristics of the subject site envisage, seeking a residential density of 1 bedroom per 33 sqm.

The proposed development comprises a mix of: 1 two-bedroom apartment; 40 three-bedroom apartments; and 5 five-bedroom apartments; giving an overall total of 147 bedrooms and a residential density of 1 bedroom per 49.5sqm. Whilst still within the maximum residential density of 1 bedroom per 33 sqm, the proposed development represents a substantial improvement in the residential density and accommodation capacity of the subject site.

The proposed development, therefore, represents a positive response to this particular and pronounced area of planning need, providing for a considerable increase in the number of persons that may be accommodated at the subject site.

12 Assessment

12.1 Medium Density Residential Zone

The subject site is located within the Medium Density Residential Zone. The 'purpose' of the Medium Density Residential Zone Code is:

'to provide for a range and mix of dwelling types including Dwelling Houses and Multiple dwellings supported by community uses and small scale services and facilities that cater for local residents.'

The Medium Density Residential Zone Code explains that this purpose will be achieved through the Overall Outcomes of the Code, including that (emphasis added):

- *Land uses:*
  - *include a range of medium density residential land uses, predominantly permanent accommodation;*
  - *such as Multiple dwellings, Dual occupancies, Dwelling houses on small lots and Community residences are included in the zone to provide a mix of dwelling types and increase residential density.*

The proposed development provides Multiple dwelling development (46 apartments), being a form of land use expressly anticipated in the Medium Density Residential Zone and will deliver an increase in the residential density of the site, pursuant to the Purpose and Overall Outcomes of the Zone Code.

- *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 within a 400m 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.*

In response to the Overall Outcomes relating to Housing, it is concluded that the proposed development responds positively and thoughtfully to the outcomes that are sought above. In this respect, it is noted that:

- the subject site is located in comfortable walking distance of a wide range of facilities, services and sought after destinations, with existing high-frequency bus services available via bus stops located within 550m walking distance of the subject site;

- the planned Nobby Beach light rail station is also within 550m walking distance of the subject site, with delivery of this stage of the light rail extension presently underway with the services anticipated to be operational during 2026;
- the Nobby Beach Neighbourhood Centre, offering an attractive mix of shops, services, social and dining destinations, is located approximately 460 metres to the north-west of the subject site and is readily accessible via good quality existing pedestrian footpath connections throughout the local neighbourhood;
- the Nobby Beach SLSC and BSKT Café are accessible along Albatross Avenue to the south of the site, within a comfortable walking distance of approximately 300m;
- the patrolled public beachfront of Miami and the extensive beachfront public open space known as Thorn Park, incorporating the Oceanway network, is directly accessible across Marine Parade immediately to the east of the subject site;
- the Miami Beach SLSC is situated approximately 730m to the south of the subject site along Marine Parade, with Don McSween Park and North Burleigh Headland directly beyond;
- given that the proposed development is compliant with City Plan residential density parameters applying to the subject site, it is reasonable to anticipate that the capacity of available infrastructure will be suitable to support the proposed development;
- the proposed development delivers an increase in the residential density of the subject site, making a positive contribution to the choice and availability of high-quality residential dwelling stock in a form that is compatible with the established and evolving character of the local neighbourhood, to better meet housing needs;
- the building height of the proposed development has been considered at length previously within this Report, concluding that the unique characteristics of the subject site and the exceptional architectural and landscape design response to the opportunities afforded by the site, result in beneficial planning outcomes that outweigh the limited extent of non-compliance with the City Plan considerations relating to building height uplift;
- further the proposed development does not give rise to negative impacts on desirable building height patterns, including consideration of cumulative impacts, having regard to the specific merits of the proposed development subject of this Development Application and its context within the varied building height pattern established within the surrounding urban neighbourhood of Miami Beach;
- the proposed development does not result in the loss of important elements of neighbourhood character, amenity and cultural heritage;
- the design of the proposed development, very intentionally, provides a well-managed interface with neighbouring premises and the adjacent public realm, being to the street frontages of Marine Parade, Fraser Avenue and Nagel Avenue, with respectful setbacks adopted to site boundaries, coupled with the orientation of private open space balconies and incorporation of attractive feature screening elements and integrated landscape design contribute effectively to successfully managing these interfaces;
- the generous building setbacks adopted in the design of the proposed development further ensure that existing view corridors from neighbouring properties to attractive local features will be preserved;
- the proposed development exhibits an exceptional architectural design quality, contributing successfully to the enhancement of the streetscape through the delivery of an exquisite balance of built form and landscape design, that respects and complements the landform characteristics of the site context and delivers an enticing and inspiring addition to the built environment of the subject site; and
- the impacts of site constraints and natural hazard / environmental constraints are considered and comprehensively addressed within this Development Application, including the provisions of the Coastal Erosion Hazard Overlay Code.

- ***Character*** *consists of-*
  - *i. Urban neighbourhoods that vary from pockets of detached housing on smaller lots to medium or higher intensity places containing medium-rise buildings;*
  - *ii. Well serviced and compact urban neighbourhoods that offer a level of amenity appropriate to the intensity of the area; and*
  - *iii. Walking and cycling paths, streets trees and local streets for shared car and bike use.*

The proposed development provides a positive contribution to the diversity of housing availability in this urban neighbourhood of Marine Parade, providing Multiple dwelling development in the form of 46 luxury residential apartments exhibiting exceptional high-quality architectural merit. The proposed building height falls within the lower end of the spectrum of a 'medium-rise building' as defined by the City Plan, therefore providing a carefully

considered response to the Overall Outcomes expressed, above, and in response to the relevant considerations of the Strategic Framework which have been addressed previously within this Report.

The subject site, being located in the Medium Density Residential Zone, and within a walkable urban neighbourhood of Miami, is within a well-serviced and compact urban neighbourhood, benefitting from a high level of amenity, with direct access to walking and cycling paths at the frontage of the site, providing connectivity to the vast recreational open space opportunities surrounding the subject site, and ease of access by walking to a range of commercial services, shops, dining and social opportunities, in addition to accessibility to the high-frequency public transport services, within comfortable walking distance from the subject site.

- ***Built form-***
  - *i. Has a building height that does not exceed that indicated on the Building height overlay map;*
  - *ii. Contributes to a transitioning density from lower intensity areas to higher intensity areas near centres, the high rise coastal spine and areas well serviced by public transport;*
  - *iii. Is setback from road frontages to promote an urban setting and interface with the street;*
  - *iv. Is setback from side and rear boundaries to protect the amenity of adjoining residences; and*
  - *v. Has varying site cover to reduce building dominance and provide areas for landscaping.*

As the previous sections of this Report have identified, the proposed development comprises a building height which exceeds that indicated on the Building height overlay map. Accordingly, the increase in building height is to be considered against other assessment benchmarks, outside of the Medium Density Residential Zone Code. In this respect, it is noted that Part 1.4 of the City Plan sets out the hierarchy of relevant assessment benchmarks, noting that within the City Plan:

- *the strategic framework prevails over all other components to the extent of the inconsistency for impact assessment;*
- *overlays prevail over all other components (other than the Regulation, and the strategic framework); and*
- *zone codes prevail over use codes and other development codes.*

As this Development Application seeks a Development Permit for Material Change of Use (Impact Assessment), the Strategic Framework is identified as a relevant assessment benchmark. In respect of building height considerations, as set out previously in this Report, the Strategic Framework incorporates Specific Outcomes for Urban Neighbourhoods, within which the subject site is located, providing for building height increases above that identified in the Building height overlay map. These provisions prevail over the building height provisions contained within this Zone Code. The considerations applying to building height increases under the Specific Outcomes for Urban Neighbourhoods have been comprehensively addressed in the previous section of this Report. Our review of the proposed development against these relevant considerations, has concluded that the provisions of Part 3.3.2.1(9) of the City Plan are positively addressed and that the approval of the proposed development is warranted, subject to reasonable and relevant conditions.

Having regard to the further built form considerations set out above, the proposed development incorporates setbacks to the street frontages and side boundary of the subject site, which promote an urban setting, achieve a positive interface with the streetscape and protect the amenity of neighbouring residential properties. Varied site coverage is also provided and is demonstrated to satisfy the applicable Performance Outcomes of the Code, facilitating distribution of high-quality landscaping design features that are integrated throughout the site and within the built form, with the landscape design forming an integral component of the proposed development.

Specific Benchmarks for Assessment

Following on from the Purpose and Overall Outcomes, the Medium Density Residential Zone Code moves forward to setting out specific benchmarks for assessment of development, through the provisions of Performance and related Acceptable Outcomes.

Our assessment against the Performance and Acceptable Outcomes of the Medium Density Residential Zone Code reveals that the proposal complies with the majority of Performance and/or Acceptable Outcomes of the Code. Our assessment against the Performance and Acceptable Outcomes is provided in the Code Assessment located at **Section 2, Attachment 5**, and where it is identified in the Code that further discussion is required in respect of the applicable Performance Outcomes or the overarching Overall Outcomes of the Code, this is provided as follows.

PO 1 – Setbacks

Performance Outcome PO1 relates to building setbacks and reads as follows.

"Setbacks:
(a) assist in the protection of adjacent amenity;
(b) allow for access around the building;
(c) contribute to the streetscape character; and
(d) allow for on-site car parking."

PO1 is supported by Acceptable Outcomes, providing an example of how this performance outcome may be achieved. Review of the proposed development against the parameters of Acceptable Outcome AO1 is provided within the Code Assessment at **Section 2, Attachment 5**. Findings of the assessment are that the proposed development is broadly compliant with all setback parameters of AO1.

Minor exceptions occur only with respect to a limited section of private open space terrace at Ground Level in its setback to the northern site boundary, and in respect of private open space terraces and raised landscaped planters in the setback from the Marine Parade frontage of the subject site. It is also noted that a padmount transformer sits within with setback from the northern site boundary, with the positioning of the transformer dictated by the electricity authority.

Notwithstanding these minor variations to the AO1 parameters of the Zone Code, it can be concluded that the proposed development satisfies the overarching performance considerations of PO1, as follows.

Setbacks:
(a) assist in the protection of adjacent amenity;

The extent of variation of the AO1 setback parameters is very minor in nature, involving open elements of private open space terraces and raised landscape planters at Ground Floor Level only, to the northern site boundary and the eastern (Marine Parade frontage) site boundary.

The context of these setback variations is that they adjoin a public open space corridor providing a pedestrian link between Fraser Avenue and Marine Parade, at the northern site boundary, and the main street frontage of the site to Marine Parade at the eastern site boundary.

Accordingly, these very minor incursions of the AO1 setback parameters have no impact on adjacent residential amenity. Moreover, these open landscaped elements contribute positively to the interface of the development with the adjacent public realm, utilising attractive landscape features to provide definition between the public and private realm at these public facing edges of the site, whilst preserving privacy within the open space terraces for residents of the development.



Setbacks:
(b) allow for access around the building;

Review of the proposed site layout demonstrates that the proposed setbacks allow for access around the building.

Setbacks:
(c) contribute to the streetscape character;

The exceptional high-quality of the architectural design ensures that the proposed development delivers a positive addition to the streetscape quality and character of the subject site, whilst bringing forward Multiple dwelling development to deliver increased residential density pursuant to the Purpose and Overall Outcomes of the Zone Code. Moreover, the proposed development is compliant with the front boundary setback parameters of AO1 throughout the apartment levels, with only minor variations to the 4m setback parameter occurring at ground level in respect of private open space terraces and raised landscape features interacting with the adjacent public realm as addressed above.

Setbacks
(d) allow for on-site car parking.

On-site car parking is provided within a secure basement level, meeting the needs of the development and the car parking requirements of the City Plan Transport Code. Whilst two residential car parking spaces are provided at Ground Level, with one space provided adjacent to each of the north-eastern and south-eastern Ground Level apartments, the position of the spaces is compliant with the applicable setback parameters of AO1.

Giving due consideration to the Performance Outcomes of PO1, it is clear that these performance benchmarks are satisfied by the proposed development. Overall, therefore, it is evident that the very minor variation to the AO1 setback parameters is nonetheless compatible with the over-arching Performance Outcome PO1. In this respect, no impacts arise in respect of the considerations of AO1 or PO1 that would lead to a conclusion against support and approval of the proposed development.

PO2 – Site Cover

Performance Outcome PO2 relates to Site Cover and reads as follows.

"Site cover:
(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."

Supporting PO2 are acceptable outcomes prescribed under AO2, seeking a maximum site cover percentage of 50% for buildings (other than dwelling houses and dual occupancies) up to 8 storeys in height.

The proposed development comprises of varied site cover throughout the individual levels of the development, summarised as follows:

- Ground Floor to Level 4: 56.9% [4,144sqm]
- Level 5: 48.7% [3,550sqm]
- Private Roof Terraces: 10.4% [759sqm]

Accordingly, the proposed development represents a minor variation to the site cover parameter of 50% nominated by AO2 in respect of the built form at Ground Level to Level 4. It is, therefore, appropriate to provide consideration of the proposed development against the provisions of PO2. This is addressed below.

Site Cover

(a) is balanced between built form and green areas for landscaped private open space

The proposed development is positioned within the subject site to achieve generous setbacks to property boundaries, within which high-quality landscape design is provided and is further integrated throughout the built form of the development. Within the frontage setback area, tree planting is provided incorporating a mix of feature trees and palm tree plantings at regular centres along the 80m wide street frontage of the subject site.

Landscape planting is integrated throughout the built form of the development, providing greening within the building edges at various levels of the building where the enjoyment of private open space balconies is enhanced, whilst also providing a lush sub-tropical outdoor living environment within the generously proportioned communal open space facilities running through the centre of the subject site and integrating positively with the street frontage presentation to Marine Parade.

The site layout and the excellence in design of the proposed development, ensures that the site cover of the development is well balanced between built form and green areas, providing attractive environments for both communal and private open space for the enjoyment of residents.

Site Cover

(b) contributes to neighbourhood character and amenity

The visual effect of the site cover of the development is expressed through the sweeping curvilinear edges of the proposed development, such that the form of the U-shaped building with generous separation between the northern and southern wings of the building supports the perception in the streetscape of two individual and narrow, well-separated buildings set around a central landscaped courtyard. The distinctive architectural language of the development, with the curved lines giving way to deep private balcony spaces and external walls recessed well-beyond standard City Plan setback parameters, is complemented by a desirable palette of external materials and integrated landscape to ensure that the proposed development contributes positively to the enrichment of the streetscape character and the amenity of the neighbourhood within which the site is located.

Site Cover

(c) promotes slender bulk form

As noted above, the thoughtful architectural design of the proposed development, adopting a U-shaped form, with two wings extending toward the street frontage of the site and separated by central high-quality landscaped communal courtyard, supports views of the development being perceived as two individual slender buildings that are well separated and positioned within the northern and southern areas of the site, accentuated by the reduced built form at Level 5 and the landscaped private roof terraces above.

Site Cover

(d) promotes an open, attractive and distinct skyline

The site cover of the proposed development reduces as the built form increases in height. Accordingly, the upper levels of the development comprise of modest site cover, at 48.7% and 10.4% of the site area.

The site cover at these upper levels satisfies the parameters of AO1, representing 'deemed to comply' parameters and the incorporation of the high-quality landscaped private roof terraces successfully promotes an open, attractive and distinct skyline.

Site Cover

(e) facilitates small, fast moving shadows

The site cover of the proposed development is arranged, as noted above, in a U-shaped form, such as to create the perception of two slender built form elements extending along the southern and northern edges of the site and connected along the western edge of the site. The arrangement of the built form in this way, including generous building setbacks and the reduced and modest form at Level 5 and in the private roof terraces above has the effect of minimising shadow impacts cast by the proposed development.

This is borne out by the fact that the proposed development satisfies the applicable Acceptable Outcomes of the General Development Provisions Code with respect to shadow assessment benchmarks.

Overall, therefore, it is logical to conclude that the proposed development satisfies the objectives of Performance Outcome PO2.

PO3 – Building Height

Performance Outcome PO2 relates to Building Height and states:

"Building height and structure height does not exceed that shown on the Building height overlay map."

The subject site is located within an area where the Building height is identified in both storeys and metres, being 3 storeys (15 metres). The proposed development incorporates a variation to the number of storeys set by this

parameter, with the proposal comprising of 5 storeys, albeit with the fifth storey effectively comprising a partial storey only.

The overall proposed building height, measured in metres, is compliant with provisions of the Strategic Framework, set out at part 3.3.2.1(10) which provide for a 50% uplift in building height subject to merit considerations against provisions of part 3.3.2.1(9). It is noted, however, that the proposed development exceeds the 50% uplift parameter in respect of the number of storeys, albeit that the fifth storey of the development is of a reduced scale and broadly reflects a partial storey.

The hierarchy of assessment benchmarks referred to previously in this Report clarifies that the Strategic Framework prevails over all other components of the City Plan. Accordingly, the proposed increase in building height is considered against the provisions of the Strategic Framework, which prevails over the provisions of this Zone Code.

The Strategic Framework considerations applying to the provision for building height increases under the Specific Outcomes for Urban Neighbourhoods have been comprehensively addressed in the previous sections of this Report. Our assessment has determined that the proposed development has positively addressed the considerations of part 3.3.2.1(9) of the City Plan and further that the unique characteristics of the subject site and the exceptional architectural and landscape design response to the opportunities afforded by the site, result in beneficial planning outcomes that outweigh the limited extent of non-compliance with the City Plan considerations relating to building height uplift.

12.2 Multiple Accommodation Code

A review of the Multiple Accommodation Code has been completed and shows that the proposed development satisfies all applicable Performance and Acceptable Outcomes. A copy of the completed Code is provided at **Section 2, Attachment 5**.

12.3 Acid Sulfate Soils Overlay Code

Review of the Acid Sulfate Soils Overlay Code has been carried out by Arcadis and is provided at **Section 2, Attachment 5**.

The review of the Code shows that the proposed development satisfies all applicable Performance and/or Acceptable outcomes of the Code as acid sulfate soils investigations are anticipated to be carried out and management plan prepared, if required, prior to commencement of excavation work at the subject site. It is anticipated that this requirement will be addressed by the imposition of applicable conditions on the proposed development.

12.4 Airport Environs Overlay Code

Review of the Regional Infrastructure Code has been carried out and is provided at **Section 2, Attachment 5**. The review of the Code shows that the Material Change of Use satisfies applicable Performance and/or Acceptable outcomes of the Code.

12.5 Coastal Erosion Hazard Overlay Code

Review of the Coastal Erosion Hazard Overlay Code has been carried out by Arcadis and is provided at **Section 2, Attachment 5**. The review of the Code shows that the proposed development satisfies applicable Performance and/or Acceptable outcomes of the Code.

12.6 Environmental Significance Overlay Code

Review of the Environmental Significance Overlay Code has been carried out and is provided at **Section 2, Attachment 5**. The review of the Code shows that the proposed development satisfies applicable Performance and/or Acceptable outcomes of the Code. In this respect we note that the City Plan Overlay Mapping indicates that a small corridor of mapped Medium priority vegetation is found within the rear of the subject site. This mapped area, however, actually comprises of vehicular driveways, waste and recycling storage and servicing area

and built form including covered car parking. Accordingly, no Medium priority vegetation is located within the subject site and, as such, will not be impacted by the proposed development. This is demonstrated by the site photograph and comparison to the overlay mapping presented in **Figure 18** below.



City Plan Overlay Mapping Extract



View northward inside western site boundary

Figure 18: *City Plan Overlay Mapping (priority vegetation) extract and Site Photograph*

Accordingly, taking account of all due considerations the proposed development satisfies the relevant Performance and/or Acceptable Outcomes of the Code.

12.7 Landslide Hazard Overlay Code

Review of the Landslide Hazard Overlay Code has been carried out by Pacific Geotech and is provided at **Section 2, Attachment 5**. The review of the Code shows that the proposed development satisfies applicable Performance and/or Acceptable outcomes of the Code.

12.8 Driveways and Vehicular Crossings Code

Review of the Driveways and Vehicular Crossings Code has been carried out by Bitzios Consulting and is provided at **Section 2, Attachment 5**.

The review of the Code shows that the proposed development is expected to satisfy applicable Performance and/or Acceptable Outcomes of the Code. For detailed assessment refer to the Traffic Impact Assessment prepared by Bitzios Consulting located at **Section 3, Attachment 7**.

12.9 General Development Provisions Code

A review of the General Development Provisions Code has been completed and shows that the proposed development satisfies all applicable Performance and/or Acceptable Outcomes. A copy of the completed Code is provided at **Section 2, Attachment 5**.

12.10 Healthy Waters Code

Review of the Healthy Waters Code has been carried out by Arcadis and is provided at **Section 2, Attachment 5**.

The review of the Code shows that the proposed development is expected to satisfy applicable Performance and/or Acceptable outcomes of the Code. For detailed assessment refer to the Site Based Stormwater Management Plan prepared by Arcadis, located at **Section 3, Attachment 8**.

12.11 Solid Waste Management Code

Review of the Solid Waste Management Code has been carried out by MRA Environmental and is provided at **Section 2, Attachment 5**. The review of the Code shows that the proposed development is expected to satisfy

applicable Performance and/or Acceptable outcomes of the Code. Further detail is provided within the Waste Management Plan prepared by MRA Environmental located at **Section 3, Attachment 10**.

12.12 Transport Code

Review of the Transport Code has been carried out by Bitzios Consulting and is provided at **Section 2, Attachment 5**.

The review of the Code shows that the proposed development is expected to satisfy applicable Performance and/or Acceptable outcomes of the Code. For detailed assessment refer to the Transport Impact Assessment prepared by Bitzios Consulting located at **Section 3, Attachment 7**.

13 Conclusion

This Report relates to the Development Application seeking the approval of the Council of the City of Gold Coast for a Development Permit for a Material Change of Use (Impact Assessment) for a Multiple Dwelling development at 122 Marine Parade, Miami, being properly described as Lot 122 on SP284713.

Under the provisions of the City Plan, the subject site is located in the Medium Density Residential Zone. Multiple Dwelling development is an anticipated form of land use, being identified as a Code Assessable land use within the Zone, subject to the building height being within the parameters nominated on the City Plan Building Height Overlay Mapping.

The subject site is identified within the Building height category of 3 storeys (15 metres) under the Building Height Overlay Mapping. Our assessment finds that established building heights within the area encompassed by the 3 storey (15 metres) category extending throughout the beachside neighbourhood of Miami and northward through the nearby extent of the Mermaid Beach beachside neighbourhood, vary considerably, with established building heights within the immediate vicinity of the subject site ranging between 2, 3, 4, 5 and 9 storeys, including a number of 7 storey buildings. It is also evident that the built form character emerging in the locality comprises of a mix of detached private dwellings of substantial proportions through to new multiple dwelling buildings of varying heights and predominantly attaining building heights at up to 50% uplift (in metres) above the City Plan Code Assessment parameters.

The subject site represents a unique opportunity due to its substantial proportions in this beachside urban neighbourhood location, comprising an area of 7,284sqm and dimensions of 80m to 90m. The proposed development, designed in a collaboration between Koichi Takada Architects and BDA Architects, seizes the unique opportunity presented by the subject site to deliver a new Multiple dwelling building of distinctive and inspirational form and appearance. The development creates a luxury residential living environment, surpassing expectations for quality and character, with the integration of landscape and high-quality architecture ensuring that this iconic building will contribute positively to the enhancement of the streetscape character and sense of place within its setting. Moreover, the proposed development rises to the challenge of delivering increased residential densities in this Medium density residential neighbourhood, within luxury apartments embracing sub-tropical design and lifestyle opportunities, in a location where residents will benefit from the walkability of the neighbourhood and a range of shops, services, social and recreational destinations and high-frequency public transport all easily accessible by walking from the subject site.

The proposed development has been considered against relevant assessment benchmarks applying to the Impact Assessable development, including consideration of the specific provision that is made for increases in building height under the provisions of the Strategic Framework, in relation to Urban Neighbourhoods, within which the subject site is located. Our assessment has concluded that the proposed development is of exemplary high-quality architectural merit and responds admirably to the local context and the applicable assessment benchmarks of the City Plan, including the over-arching Strategic Framework and the considerations applying to increases in building height set out at Part 3.3.2.1(9) of the City Plan.

Whilst the proposed development incorporates an overall height, when measured in storeys, that exceeds the 50% uplift parameter for building heights provided for by Specific Outcome 3.3.2.1(9) of the Strategic Framework, representing a departure from Specific Outcome 3.3.2.1(10), our assessment set out in this Report determines that the unique circumstances of the subject site and the outcomes achieved by the responsible approach of the Applicant to its redevelopment, deliver beneficial and exceptional planning outcomes outweighing the extent of non-compliance with the City Plan.

Additionally, the proposed Material Change of Use has been considered in respect of all applicable Codes of the City Plan, including the Purpose and relevant Overall Outcomes. Our assessment finds that the proposal is in keeping with the intent of the City Plan and responds positively to the relevant assessment criteria. While some

Alternative Outcomes are proposed in response to the Performance Outcomes of applicable Codes, it is demonstrated herein that the proposed development satisfies the relevant Performance Outcomes and related Overall Outcomes for the Zone and applicable Codes.

Our assessment, set out within this report, also finds that this Material Change of Use is consistent with the statutory requirements of the Planning Act 2016 and the associated Planning Regulation 2017, and Development Assessment Rules.

Further, the proposed development delivers a positive response to the aims and expectations of the South East Queensland Regional Plan ('Shaping SEQ') through the delivery of increased residential density via a 'medium rise' housing typology in a well-serviced urban neighbourhood of the City.

Overall, the proposed Material Change of Use represents a logical and desirable form of land use and delivers a built form outcome of exceptional character and quality which is respectful of, and complementary to, the established and prevailing character of the built environment in this beachside urban neighbourhood of Miami. The proposed development will deliver an exemplary apartment building that will integrate successfully with its setting whilst setting a benchmark for design excellence in the broader surrounding neighbourhood.

Accordingly, our assessment finds that the proposal warrants the approval of Council, subject to reasonable and relevant conditions.

Should you have any further questions during the assessment of this development application please contact our Michael Falk or Leanne Croft on telephone number (07) 5570 4994.

ATTACHMENT 5
Code Assessment



Medium Density Residential Zone Code



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.

6.2.2 Medium density residential zone code

6.2.2.1 Application

This code applies to assessing all development in the Medium 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**.

Where development is identified in the **Calypso Bay precinct**, additional outcomes will apply to development.

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

6.2.2.2 Purpose

(1) The purpose of the Medium density residential zone code is to provide for a range and mix of dwelling types including Dwelling houses and 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 medium density residential uses, predominantly permanent accommodation;
  - (ii) such as Multiple dwellings, Dual occupancies, Dwelling houses on small lots and Community residences are included in the zone to provide a mix of dwelling types and increase residential density;
  - (iii) including 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 medium 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, Childcare centres, Health care services, Food and drink outlets, Shops (other than a supermarket), Veterinary services, Community care centres, Community uses, Emergency services, Educational establishments, and Places of worship 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 Short-term accommodation and Tourist parks 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 vary from pockets of detached housing on smaller lots to medium or higher intensity places containing medium-rise buildings;

(ii) well serviced and compact urban neighbourhoods that offer a level of amenity appropriate to the intensity of the area; 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) contributes to a transitioning density from lower intensity areas to higher intensity areas near centres, the high rise coastal spine and areas well serviced by public transport;

(iii) is setback from road frontages to promote an urban setting and interface with the street;

(iv) is setback from side and rear boundaries to protect the amenity of adjoining residences; and

(v) has varying site cover to reduce building dominance and provide areas for landscaping.

(e) Built 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; and

(ii) addresses site constraints.

(g) Variations in the zone are:

(i) **Calypso Bay precinct**.

(3) The purpose of the Calypso Bay precinct will be achieved through the following additional overall outcomes:

(a) The cumulative residential density does not exceed 1852 dwellings within this precinct and the **Calypso Bay precinct** in the **Low density residential zone**.

(b) Development does not compromise planned infrastructure delivery to other land within the catchment.

(c) Development proposals do not comprise the achievement of other parts of the precinct being developed in accordance with the zone.

6.2.2.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

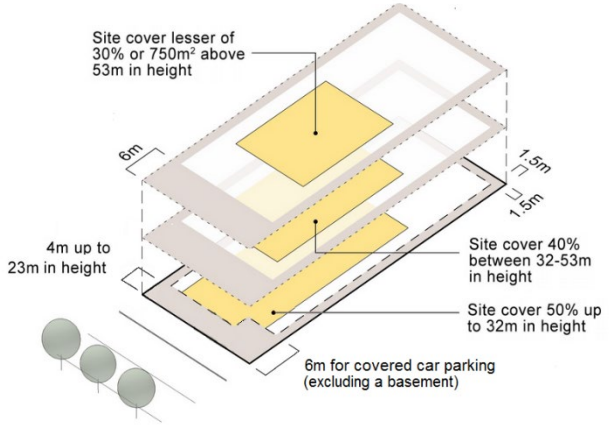
Table 6.2.2-2: Medium density residential zone code – for assessable development

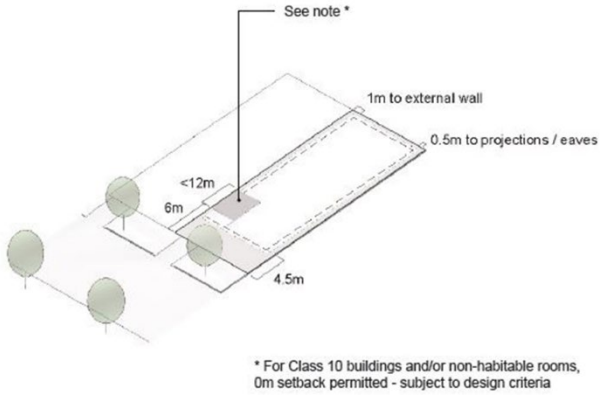
<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="4">Setbacks</td></tr>
<tr>
<td>PO1
Setbacks:
(a) assist in the protection of adjacent amenity;
(b) allow for access around the building;
(c) contribute to the streetscape character; and
(d) allow for on-site car parking.

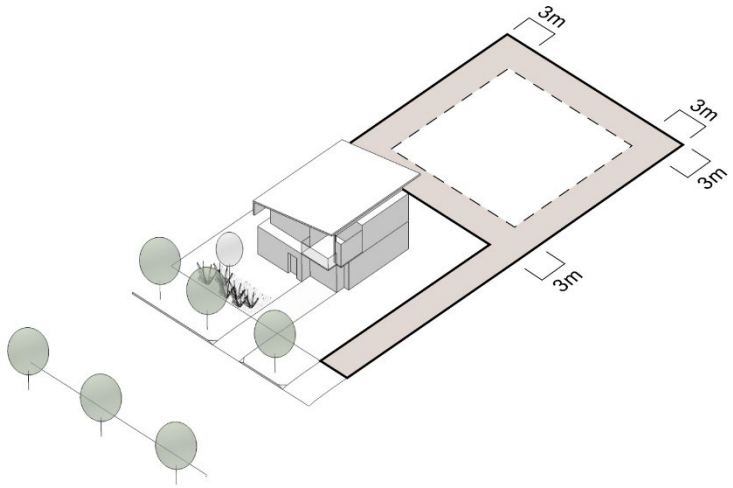
OR
Setbacks for Dwelling houses on small lots:
(a) protect the amenity of adjacent residences;
(b) visually integrate with the character of the locality;
(c) provide differentiation by means of articulation; and
(d) allow for on-site car parking.</td>
<td>AO1
Setbacks are as follows:
<table>
<tr><th rowspan="2">Setback</th><th colspan="2">Minimum distances measured in metres (m)</th></tr>
<tr><th>Height</th><th>Setback</th></tr>
<tr><td>Front for covered car parking (excluding a basement)</td><td>all</td><td>6m</td></tr>
<tr><td rowspan="2">Front (excluding covered car parking)</td><td>up to 23m</td><td>4m</td></tr>
<tr><td>for that part exceeding 23m</td><td>6m</td></tr>
<tr><td rowspan="3">Side and rear</td><td>up to 4.5m</td><td>1.5m</td></tr>
<tr><td>for that part between 4.5m – 7.5m</td><td>2m</td></tr>
<tr><td>for that part exceeding 7.5m</td><td>an extra 0.5m is added for every 3m in height or part thereof over 7.5m.</td></tr>
<tr><td>Between on site habitable buildings (where not attached)</td><td colspan="2">Double the applicable side setback.</td></tr>
</table></td>
<td>COMPLIES WITH PO1
Proposed minimum setback parameters are summarised as follows:
Front (Marine Parade)
• 0m setback to raised landscape planters at Ground Level
• 1.5m to outermost projection of private open space terraces at Ground Level (8.93m to enclosed façade)
• 4m to outermost projection (balcony edge) Levels 2 to 5 (8.93m to enclosed façade – Levels 2 to 4; and 18.18m to enclosed façade – Level 5)
• 14.9m to outermost projection of private roof terraces
Side and Rear
Note: based on the overall height to the outermost projection at the private roof terrace level, a minimum overall setback of 4.0m applies to side and rear boundaries.
Northern Side Boundary
• Ground Level 1.0m to edge of private terrace (0m setback to raised landscape planters)
• Levels 2 to 5: 3.5m to outermost projection (balcony edge) and 5.75m to enclosed façade
• Private Roof Terrace: 4.0m to outermost curved edge</td>
<td></td>
</tr>
</table>

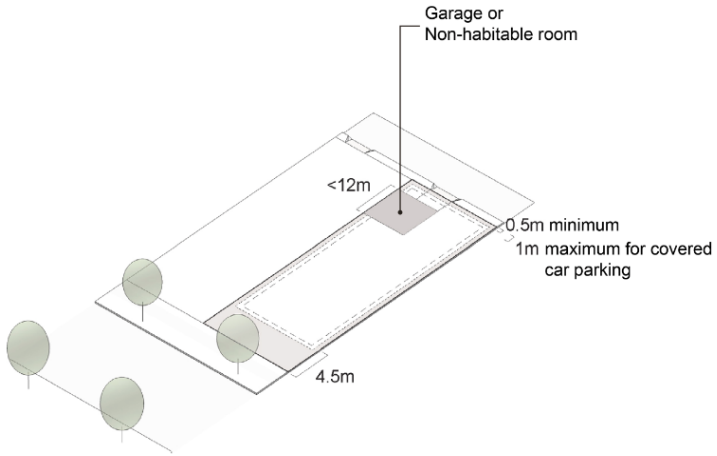
<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td></td><td>OR
Setbacks for Dwelling houses on small lots:<table><tr><th>Setback</th><th colspan="2">Minimum distances measured in metres (m)</th></tr><tr><td>Front</td><td colspan="2">4.5m to wall and balcony</td></tr><tr><td>Secondary frontage of corner lot</td><td colspan="2">4m (not including projections up to 2m)</td></tr><tr><td>Covered car parking (not applicable to the rear lane access)</td><td colspan="2">1m behind front wall or balcony; and
6m from the frontage where vehicles access the lot.</td></tr><tr><td></td><td>Height</td><td>Setback</td></tr></table></td><td>Southern Side Boundary
2.0m to edge of private terrace (4.0m approx. to enclosed façade of plant/services enclosure)
Levels 2 to 5: 3.5m to outermost projection (balcony edge) and 5.75m to enclosed façade
Private Roof Terrace: 4.0m to outermost curved edge
Rear (Western) Boundary
Ground Level: 4.0m to enclosed facade
Levels 2 and above: 3.5m to balcony edge (5.0m to enclosed façade)
The proposed development is broadly compliant with all setback parameters of AO1.</td><td></td></tr>
</table>

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
	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.	Minor exceptions occur only with respect to a limited section of private open space terrace at Ground Level in its setback to the northern site boundary, and in respect of private open space terraces and raised landscaped planters in the setback from the Marine Parade frontage of the subject site. It is also noted that a padmount transformer sits within with setback from the northern site boundary, with the positioning of the transformer dictated by the electricity authority. Notwithstanding, the proposed development satisfies the overarching objectives of PO1. Further discussion is provided within the Town Planning Report in this respect.	
		for that part between 4.5m – 7.5m	1.5m to wall and balcony 1m to outermost projection		

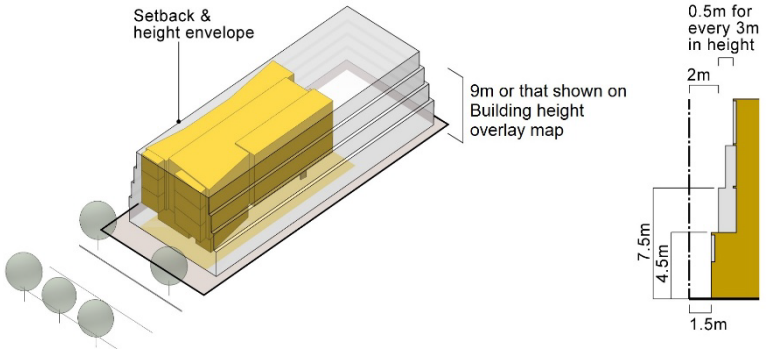
Performance outcomes	Acceptable outcomes			Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
		for that part exceeding 7.5m	2m to wall and balcony 1.5m to outermost projection		
	Rear lane	0.5m minimum 1m maximum for covered car parking			
	OR For development on rear lots the setback is 3m from all boundaries.				
 **Figure 6.2.2-1**					

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
Illustration showing Medium density residential zone setbacks and site cover outcomes (excludes Dwelling houses on small lots)			
 **Figure 6.2.2-2** Illustration showing Medium 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
 **Figure 6.2.2-3** Illustration showing Medium density residential zone setback outcomes for Dwelling houses on rear lots			

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 6.2.2-4** Illustration showing Medium density residential zone rear lane setbacks for Dwelling houses on small lots			
Site cover			
PO2 Site cover:	**AO2** Site cover does not exceed 50% for Dwelling houses on lots with areas equal to or greater than 400m^2 and Dual occupancies.	**COMPLIES WITH PO2** The proposed development comprises varied site cover at the individual levels of the built form. This is summarised as follows. • Ground Floor to Level 4: 56.9% [4,144sqm] • Level 5: 48.7% [3,550sqm] The proposal, therefore, results in minor variations to the site cover parameter of AO2.	

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
(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.	OR Site cover does not exceed 60% for Dwelling houses on lots less than 400m^2. OR For all other uses, site cover does not exceed a cumulative total of: (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.	Notwithstanding, the proposed development satisfies the relevant considerations of PO2. Further discussion in this respect is provided within the Town Planning Report.	
Height			
PO3 Building height and structure height does not exceed that shown on the **Building height overlay map**. OR Where not identified on the overlay map building height and structure height does not exceed: (a) 2 storeys with a maximum of 9m; or (b) a partial third storey if within 9m.	**AO3** No acceptable outcome provided.	**VARIATION PROPOSED** Variation to the Building height overlay parameters is proposed. The building height variation is addressed at length within the Town Planning report with the assessment leading to determination that the unique characteristics of the subject site and the exceptional architectural and landscape design response to the opportunities afforded by the site, result in beneficial planning outcomes that outweigh the limited extent of non-compliance with the City Plan considerations relating to building height uplift.	
PO4 Free standing garages and **carports** present to the street as single storey.	**AO4** Freestanding garages and carports do not exceed a height of 3.5m.	**NOT APPLICABLE** Freestanding garages and carports are not proposed.	

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 6.2.2-5** Illustration showing Medium density residential zone setbacks and height outcomes (excludes Dwelling houses on small lots)			
Density			

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
PO5 For Dwelling houses density is one Dwelling house per lot. OR Density does not exceed that shown on the **Residential density overlay map**. 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.	**AO5** No acceptable outcome provided.	**COMPLIES WITH PO5** The subject site is located within Residential density category RD6 where a residential density parameter of 1 bedroom per 33sqm applies. The proposed development comprises of a residential density of 1 bedroom per 49.5sqm and is, therefore, comfortably compliant with the applicable residential density parameter.	
PO6 **Calypso Bay precinct** The cumulative density (as a consequence of any material change of use or reconfiguring of a lot application) of this precinct and the Calypso Bay precinct in the **Low density residential zone** does not exceed 1852 dwellings.	**AO6** **Calypso Bay precinct** No acceptable outcome provided.	**NOT APPLICABLE** The subject site is not located in the Calypso Bay Precinct.	

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
Development proposals do not comprise the achievement of other parts of this precinct being developed in accordance with the zone. **Note: A reconciliation table is to be provided to Council identifying the proposed and total dwellings in this precinct and the Calypso Bay precinct in the Low density residential zone.** **Sufficient density reserves should be demonstrated to show that balance land can be developed consistent with the zone and precinct intent.**			

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="4">Lot design (for subdivision only)</td></tr>
<tr><td>PO7
Lot size and configuration supports a mix and variety of housing forms envisaged in the zone.
Note: PO7 does not apply to the creation of small lots where associated with an existing residential building.</td><td>AO7.1
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:
<table><tr><th>Residential density overlay map designation</th><th>Minimum lot size</th></tr><tr><td>RD1</td><td>400m^2</td></tr><tr><td>RD2</td><td>300m^2</td></tr><tr><td>RD3</td><td>250m^2</td></tr><tr><td>RD4</td><td>200m^2</td></tr><tr><td>RD5</td><td>125m^2</td></tr><tr><td>RD6</td><td>No minimum</td></tr><tr><td>RD7</td><td>No minimum</td></tr><tr><td>RD8</td><td>No minimum</td></tr></table>Note: Lot sizes referenced must be determined exclusive of access strip or access easement area for rear lots.</td><td>NOT APPLICABLE
Subdivision is not proposed.</td><td></td></tr>
<tr><td colspan="4">Lot design within the Ridges and significant hills protection overlay area (for subdivision only)</td></tr>
</table>

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
PO8 New lots proposed within the **Ridges and significant hills protection overlay** area**:** (a) support the intent of the **Ridges and significant hills protection overlay code**; and (b) address site constraints.	**AO8.1** The minimum lot size is 600m^2.	**NOT APPLICABLE** The subject site is not affected by the Ridges and Significant Hills Overlay mapping and subdivision is not proposed.	
	AO8.2 Minimum road frontage is 17m. OR Minimum road frontage is 4.5m for a rear lot.	**NOT APPLICABLE** The subject site is not affected by the Ridges and Significant Hills Overlay mapping and subdivision is not proposed.	
Land uses			
PO9 Non-residential uses (other than community uses and neighbourhood centres) are small scale and stand alone.	**AO9** A non-residential use (such as a Health care service or a Child care centre) includes a single tenancy and does not adjoin another existing or approved non-residential use.	**NOT APPLICABLE** Non-residential use is not proposed.	

Multiple Accommodation Code



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

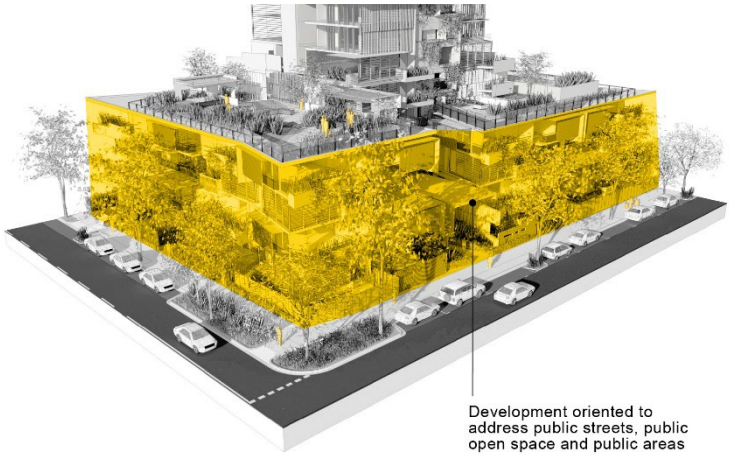
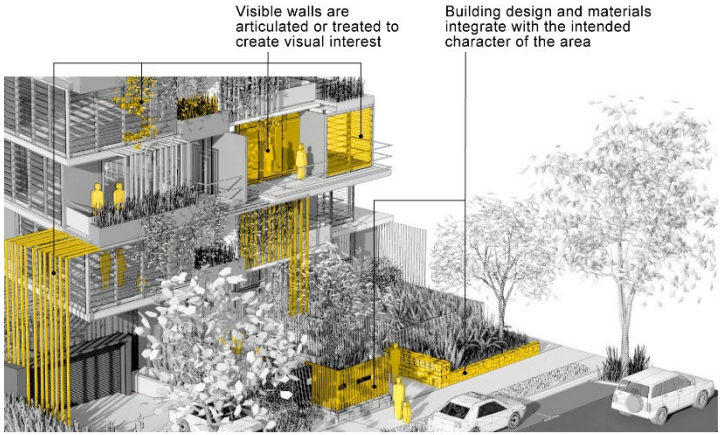
There are no requirements for accepted development for this code.

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 either 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** The subject site comprises a street frontage width of approximately 80m.	
PO2 The use is not established on a rear lot.	**AO2** No acceptable outcome is provided.	**COMPLIES** The subject site is not a rear lot.	
Design and appearance			
PO3	**AO3.1**	**COMPLIES**	

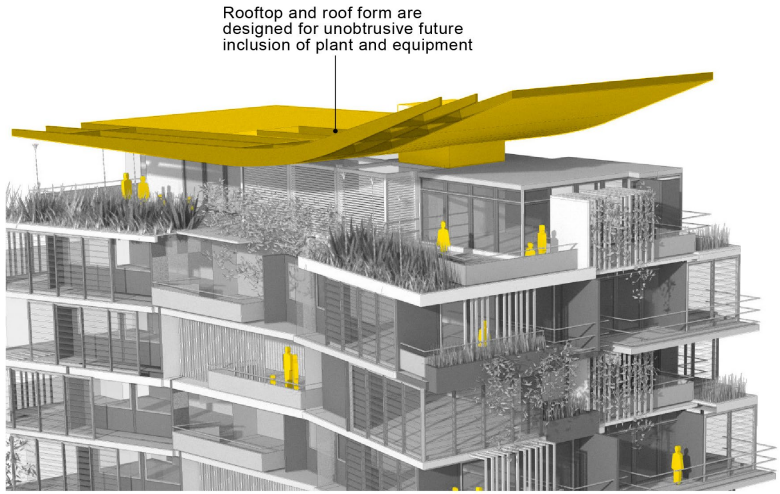
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
All buildings and ancillary structures are designed to: (a) contribute to the envisaged urban character of the 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.	All development is oriented so as to address public streets, public open space and public areas.	The proposed development is designed to optimise opportunities for casual surveillance over the adjacent public realm, with the primary indoor and outdoor living areas of apartments overlooking Marine Parade to the east and the public open space link at the northern side of the subject site.	
	AO3.2 Buildings located on a street corner are to address both street frontages.	**NOT APPLICABLE** The subject site is not located on a street corner.	
	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** The architectural design of the proposed development incorporates high-quality articulation to all visible walls, ensuring the avoidance of featureless walls. This is achieved through varied wall planes complemented by sweeping curvilinear form in the private open space balconies, complemented by integrated landscape and feature screening elements.	
	AO3.4 The building design and materials visually integrate with the prevailing or intended character of the area.	**COMPLIES** The inspiring architectural design of the development integrates positively with both the prevailing and intended character of this Medium density residential neighbourhood of Miami.	
	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.**	**WILL COMPLY** Compliance with AO3.5 is anticipated to be achieved during the construction phase of the development. Conditions are anticipated in this respect.	

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 9.3.13-1** Illustration showing Multiple accommodation outcomes where all development is oriented so as to address public streets, public open space and public areas			
			

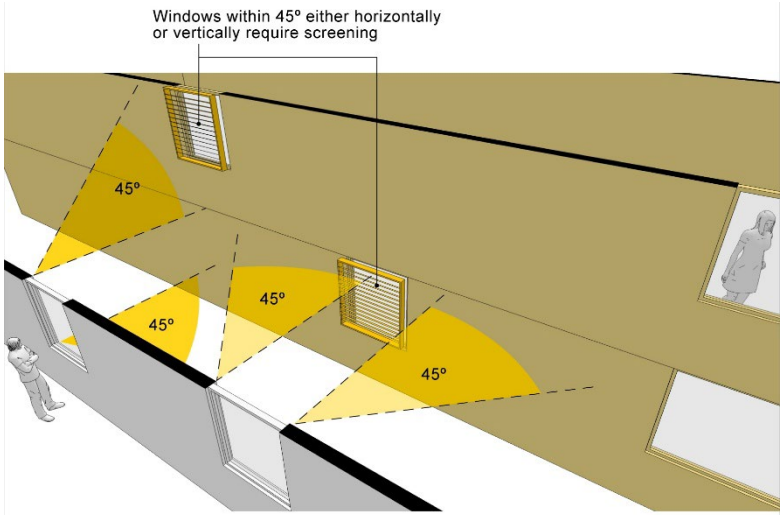
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Figure 9.3.13-2 Illustration showing Multiple accommodation outcomes where all visible walls are articulated to 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** The built form of the proposed development demonstrates a high-degree of design excellence and innovation, with aspects of the design including: • optimisation of northern orientation for primary indoor and outdoor living spaces to the extent feasible; • generously proportioned private open space balconies and terraces, ranging in size from a minimum of 45sqm up to 754sqm; • the generous proportions, orientation and separation from adjacent and on-site built form ensures privacy and utility within the private open space balconies and terraces of the development; • all proposed apartments are designed to achieve cross-ventilation; • the exceptional architectural design of the development affords high-quality articulation and generous shading of outdoor spaces for climate protection.	

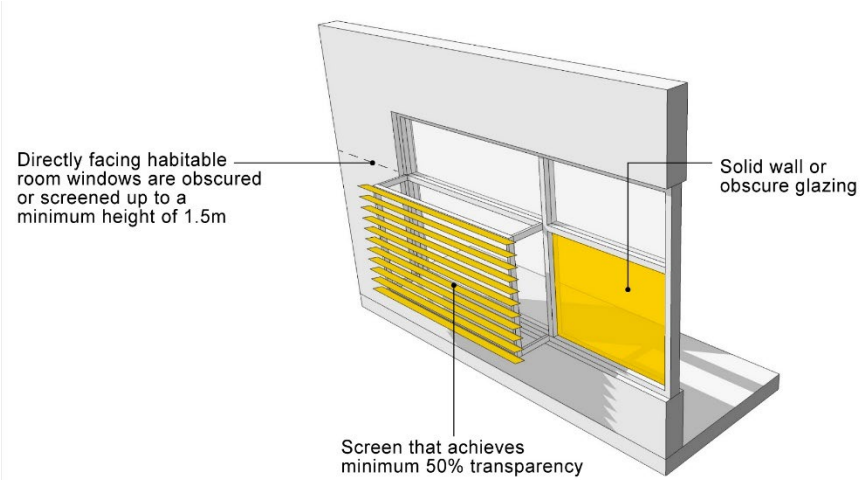
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Roof form for buildings with 3 or more storeys			
PO5 Building caps and rooftops are provided to contribute an 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** The roofscape of the proposed development accommodates private roof terraces, framed by landscape planting which is also integrated throughout the generous private open space terraces. Swimming pools and spas also interface with the building edges whilst modest enclosures for plant and equipment and access between levels have a subdued presence at the roof level. Open roof pergola elements further contribute toward enhancing the roofscape character of the building and its setting.	
	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** Plant and equipment enclosures are modest in scale, ensure effective screening of enclosed elements, and are incorporated into the roof form. The plant and equipment enclosures are positioned within the rear (western) area of the roof level and visually screened by other architectural elements and feature landscaping throughout the roof level.	
	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** The rooftop design does not preclude such future installations being incorporated in an unobtrusive manner.	

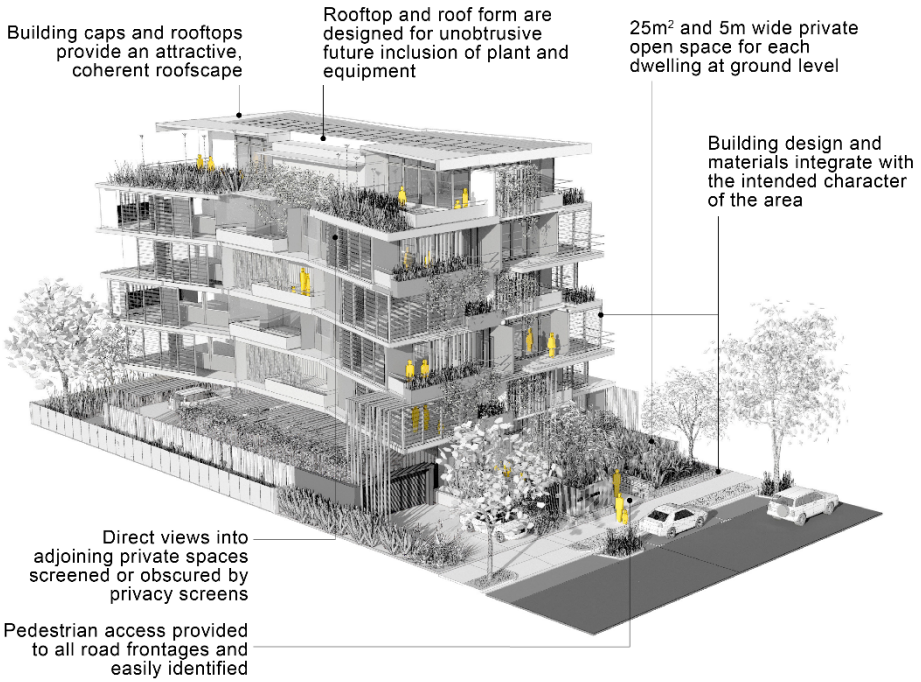
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	AO5.4 Where rooftops are used for open space, plant and equipment is visually and acoustically screened from the communal open space and the open space area is integrated into an attractive roofscape to enhance the architectural distinction of the building.	**COMPLIES** The rooftop plant and equipment is enclosed and will be visually and acoustically screened from the functional use areas of the private open space roof terraces of the apartments.	
 **Figure 9.3.13-3** Illustration showing Multiple accommodation outcomes for building caps and rooftops			

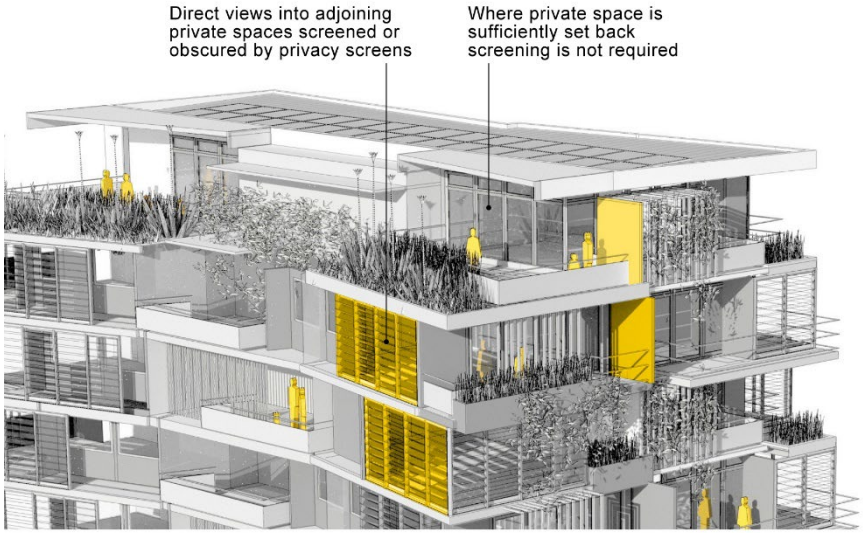
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **Figure 9.3.13-4** Illustration showing Multiple accommodation outcomes for rooftop and roof form			
Ground floor 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.	**AO6** No acceptable outcome provided	**COMPLIES** The ground floor entrance points to the site from Marine Parade and Fraser Avenue are easily identifiable and built to a human scale.	

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
Privacy			
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.**	**PO7 - COMPLIES** Habitable room windows within the development are designed to maximise separation from existing neighbouring premises, with a minimum side boundary setback to habitable rooms where adjoining residential premises are located, ranging from 6.1m to 7.5m. Feature privacy screens are incorporated in the facades to further ensure preservation of privacy and amenity for residents of the proposed development and for neighbouring premises. A minimum separation distance of 25.8m is achieved between the habitable room windows of facing apartments within the proposed development.	
	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.		

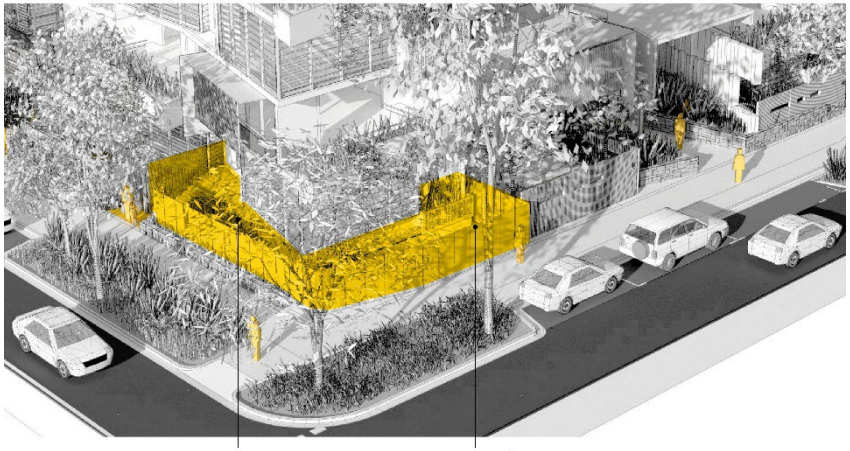
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **Figure 9.3.13-5** Illustration showing Multiple accommodation design privacy outcomes where windows and doors are appropriately obscured by screening.			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **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 either the performance outcome or overall outcome	Internal use
 **Figure 9.3.13-7** Illustration showing Multiple accommodation outcomes			

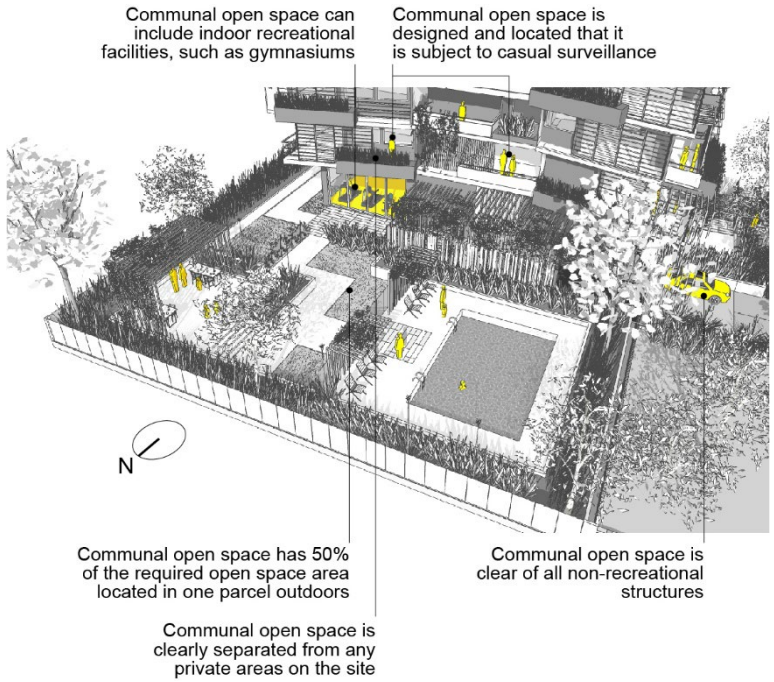
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **Figure 9.3.13-8** Illustration showing Multiple accommodation outcomes for privacy			

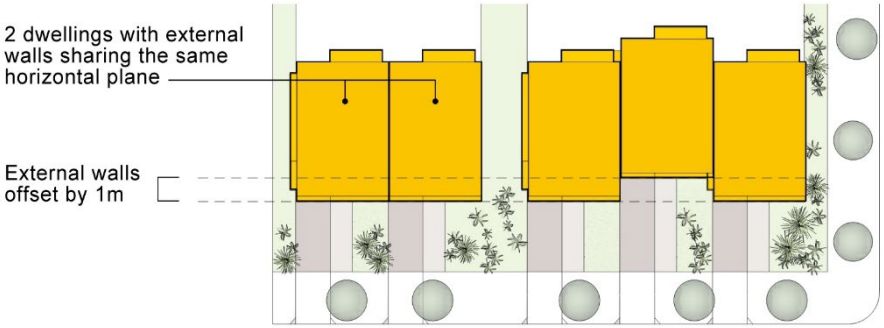
<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="4">Private open space</td></tr>
<tr><td>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.</td><td>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:
<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>OR
If the dwelling is located at ground level, private open space for each dwelling:
(a) has a minimum area of 25m²;
(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></td><td>COMPLIES
Each proposed apartment is provided with generously proportioned private open space balconies or terraces befitting the high-quality luxury residential apartments proposed.
The proposed apartments range from two bedroom to five bedroom, for which minimum balcony areas of 12sqm to 16sqm are sought by AO8.
The proposed development incorporates balcony and terrace spaces ranging from a minimum 45sqm to 754sqm in area. The proposed spaces are, therefore, very generous against the requirements of AO8.
Further, the proposed private terraces and balconies are accessible from the main internal living room, with several apartments also having access to private roof terraces in addition to the balconies accessed directly off the apartment.
The private open spaces are enhanced by feature privacy screens and landscape features to ensure a comfortable outdoor living environment for residents.</td><td></td></tr>
</table>

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
	1, 2, 3 or more bedroom/studio	8m² with a minimum dimension of 2m		
	OR For residential care facilities, no acceptable outcome provided.			
	 **Figure 9.3.13-9** Illustration showing Multiple accommodation outcomes for private open space			
Communal open space				
PO9	**AO9.1**		**PO9 – COMPLIES**	

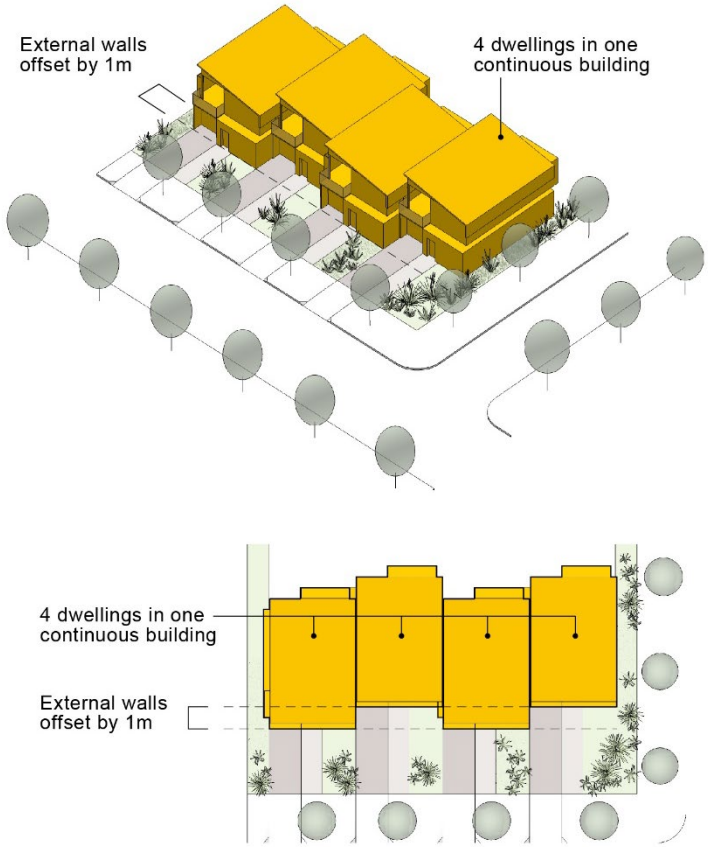
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Where the development includes ten or more dwellings, communal open space is provided on site that: (a) is accessible, 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.	The proposed development provides communal open space in a central position within the site, directly addressing the street frontage of Marine Parade and incorporating a generous mix of indoor and outdoor communal recreational spaces and activities for the enjoyment of residents. Whilst the communal open space faces east toward the Marine Parade street frontage and public beach beyond, it also benefits from a partially north-east aspect and will benefit from a good degree of daylight and sunlight throughout the day including a good degree of morning sunlight throughout the year. The communal recreational facilities comprise an overall area of 1,955sqm (excluding planting areas), thereby comfortably complying with the rate of 6.5sqm per dwelling (minimum area of 299sqm required), as sought by AO9.2. Having regard to the design parameters of AO9.3, the proposed communal open space: • is provided in a single combined area centrally through the subject site at ground floor level; • is at a level gradient due to its position within the proposed development; • is clear of all non-recreational structures including clothes hoists, driveways, water tanks, car parking and waste receptacles; • is readily safe, accessible and convenient for all residents; • incorporates extensive landscaping throughout, including an area of deep planting accommodating feature palm planting and feature tree planting within the frontage	
	AO9.2 Where the development includes ten or more dwellings, communal open space (including any landscaped areas) is provided at a rate of 6.5m^2 per dwelling.		
	AO9.3 The communal open space required in **AO9.2**:		

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
	(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.	setback area of the subject site, as resolved through pre-lodgement engagement with Council's Landscape team; • benefits from casual surveillance from the primary indoor living areas and balconies of apartments in the levels above; • is clearly separated from private open space through the use of raised planters and secure gates; and • includes indoor recreation facilities incorporating gym, yoga room, steam room, sauna, hot and cold plunge pools and residents lounge. The proposed development satisfies the majority of Acceptable Outcomes under AO9.1 to AO9.3. Whilst the communal open space is oriented more directly eastward than northward, having regard to AO9.1, it is clear that the space achieves a good degree of sunlight throughout the day and throughout the year, including good morning sunlight during the winter months. The spaces provided support positive social interaction opportunities, enhance the attractiveness of the development and its interface with the adjoining streetscape, is designed to preserve privacy and amenity of the residential apartments and complements the high-quality aesthetic appeal of the development overall. Accordingly, the proposed development satisfies the intent of PO9.	

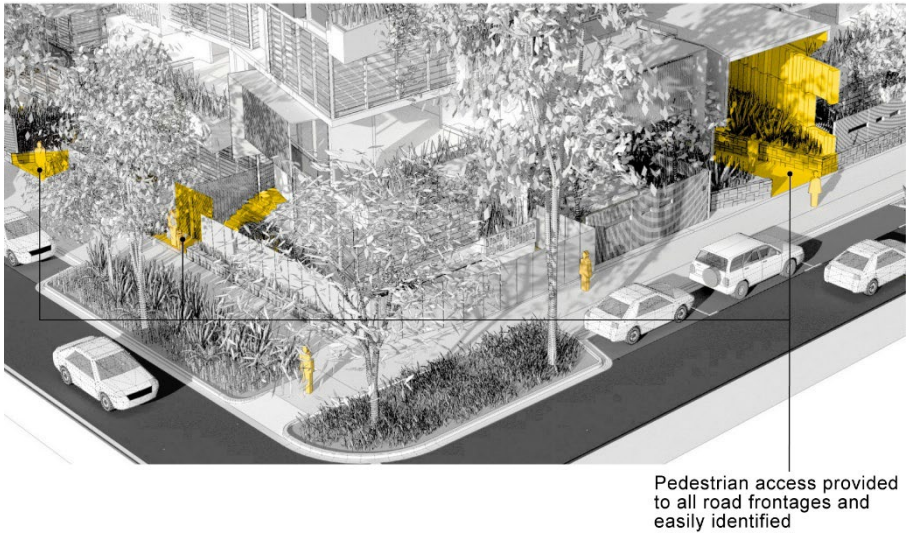
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **Figure 9.3.13-10** Illustration showing Multiple accommodation outcomes for communal open space, landscaping and design			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either 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.	**NOT APPLICABLE** The proposed development is not a residential care facility or retirement facility.	
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.	**NOT APPLICABLE** The proposed Multiple dwellings are not townhouses.	
	AO10.2 The number of dwellings in the one continuous building does not exceed four.	**NOT APPLICABLE** The proposed Multiple dwellings are not townhouses.	
 **Figure 9.3.13-11**			

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
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 either 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 either 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** The primary street frontage of the subject site is to Marine Parade. Pedestrian access from Marine Parade is provided via the central communal open space area within the site, with the access being readily identifiable. Vehicular and pedestrian access is also provided via Fraser Avenue where the residential lobby is situated, with pedestrian path situated alongside, and clearly delineated from, vehicular access. The vehicular access is to a porte-cochere, leading onto the basement entry ramp. The porte-cochere accentuates the location of the pedestrian entry to the residential lobby ensuring it is readily identified. To the extent that pedestrian access may be taken via Nagel Avenue to the south, this would lead to only one apartment at ground level in the south-eastern corner of the site. The entrance via Nagel Avenue is to the servicing area of the subject site and in the interests of pedestrian safety, the site design does not encourage pedestrian access from this driveway.	
	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** Communal open space areas and external roads are accessible via clearly defined pathways within the proposed development.	

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 9.3.13-13** Illustration showing Multiple accommodation outcomes for pedestrian access			
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** Car parking is provided within the basement level of the development, thereby ensuring that it does not dominate the street frontage.	
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.	**NOT APPLICABLE** The proposed Multiple dwellings are not townhouses.	

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
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** The design and orientation of apartments ensures that primary indoor and outdoor living areas, and communal open space areas, provide clear lines of sight and casual surveillance opportunities to the adjacent public realm.	
	AO14.2 Lighting is provided to driveways, property entrances, pathways, communal service areas, car-parking areas, lobbies stairwells, steps and ramps.	**WILL COMPLY** Lighting to communal spaces, driveway and pedestrian entrances is anticipated to be provided in accordance with applicable standards during construction of the development. Conditions are anticipated in this respect.	
	AO14.3 Entrances and exits to the street are directly accessible, illuminated and highly visible from public areas.	**COMPLIES** The entrances and exits to the street from within the development are directly accessible and readily identifiable as addressed above.	
	AO14.4 Dead-end corridors, alleyways, pathways and refuse areas are secured to prevent unauthorised access.	**COMPLIES** Dead-end corridors, alleyways and pathways are avoided and waste and recycling areas are secured within the premises to prevent unauthorised access.	

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
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** The proposed development incorporates a mix of two, three and five-bedroom apartment types, designed to meet the housing needs of a variety of household types and sizes and an affordability range that is reasonably anticipated within this beachside neighbourhood of Miami.	
 **Figure 9.3.13-14** Illustration showing Multiple accommodation outcomes where above ground floor dwellings have windows and balconies that provide clear lines of sight towards private access ways, the street, and all adjacent public space			
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. OR	**NOT APPLICABLE** The proposed development is not a residential care facility or retirement facility.	

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
	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**.		

Acid Sulfate Soils Overlay Code



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.

8.2.1 Acid sulfate soils overlay code

8.2.1.1 Application

This code applies to assessing material change of use, reconfiguring a lot and operational work, for development subject to the Acid sulfate soils overlay where indicated within **Part 5.10 Categories of development and assessment – Overlays.**

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

8.2.1.2 Purpose

(1) The Acid sulfate soils overlay deals with areas of land identified in a State planning policy as being subject to acid sulfate soils. It may include areas of land identified in the local government area as having potential or actual acid sulfate soils.

(2) The purpose of the Acid sulfate soils overlay code is to protect the natural environment, built environment and infrastructure from impacts of acid sulfate soils.

(3) The purpose of the code will be achieved through the following overall outcomes:

- (a) Acid sulfate soils are identified and managed to ensure the release of acid and associated metal contaminants into the environment does not occur.
- (b) Buildings and infrastructure are protected from the effects of acid sulfate soils.

8.2.1.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.1-1: Acid sulfate soils overlay code – for assessable development

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
Acid sulfate soils			
PO1 The extent and severity of the acid sulfate soils risk is accurately characterised.	**AO1** Acid sulfate soils are identified through an acid sulfate soils investigation, carried out in accordance with **SC6.2 City Plan policy – Acid sulfate soils management**.	**PERFORMANCE OUTCOME ADOPTED** The site has been identified within an area at or below RL5m or below and RL20m or below with the potential for acid sulfate soils. The site will require excavations around RL-1m. Therefore, it has been recommended that prior to commencement of site earthworks, further investigation is required by a suitably qualified geotechnical engineer to establish the quality of the soil on the site and if acid sulfate soils are present within the soil. It is recommended that an appropriate development approval condition is provided to enable this.	
PO2 The natural environment, built environment and/or infrastructure is protected by ensuring that soil disturbance or development of land does not result in the release of acid and metal contaminants.	**AO2** Development does not: (a) excavate or otherwise remove soil or sediment identified as containing acid sulfate soils; (b) permanently or temporarily extract groundwater resulting in aeration of previously saturated acid sulfate soils; or (c) fill land (where at or below 5m AHD) that	**PERFORMANCE OUTCOME ADOPTED** Refer response to PO1. All works will ensure compliance with AO2.	

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
	results in: (i) actual acid sulfate soils being moved below the watertable; or (ii) previously saturated potential acid sulfate soils being aerated. OR Where acid sulfate soils are disturbed, building design, infrastructure and filling/excavation works are managed in accordance with an acid sulfate soils management plan to: (a) protect the natural environment, buildings and infrastructure; and (b) neutralise existing acidity and ensure the release of acid and metal contaminants does not occur. The Acid sulfate soils management plan is to be prepared in accordance with **SC6.2 City Plan policy – Acid sulfate soils management**. **Note: A condition will be included on any approval requiring certification from a suitably qualified and experienced professional. This certification must be submitted to Council confirming that the management of the acid sulfate soils has complied with the approved management plan.**		

Airport Environs Overlay Code



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.

8.2.2 Airport environs overlay code

8.2.2.1 Application

This code applies to assessing any Operational work or Material change of use where indicated as accepted subject to requirements or assessable development within **Part 5.10 Categories of development and assessment – Overlays**.

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

8.2.2.2 Purpose

(1) The airport environs overlay deals with issues relating to development in the vicinity of certain airports and aviation facilities. This includes:

- the Obstacle Limitation Surface (OLS)
- public safety area
- wildlife hazard buffer zones
- lighting area buffer zones
- Australian Noise Exposure Forecast (ANEF) contour
- Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces
- aviation facilities
- it may also include locally identified issues that relate to airport environments.

(2) The purpose of the Airport environs overlay code is to

(a) recognise Gold Coast Airport as essential economic infrastructure and protect and assure its ongoing operation and continued development;

(b) regulate development that may affect the operational efficiency of Gold Coast Airport at Coolangatta and the Airservices Australia Aviation Facilities related to the operation of the airport;

(c) minimise incompatible development within the public safety area adjacent to the airport;

(d) minimise the adverse impacts of airport noise on residential and other noise sensitive land uses in the vicinity of the airport.

(3) The purpose of the code will be achieved through the following overall outcomes:

(a) The Gold Coast Airport continues to contribute to the tourism industry, the business sector and communities of Gold Coast.

(b) Development does not impact on the operation of Gold Coast Airport.

(c) The maximum height of buildings and other structures, within the area designated as the airport's 'prescribed airspace' pursuant to the Airports (Protection of Airspace) Regulations 1996, as shown in the mapping of the **Obstacle Limitation Surface (OLS)** and the **Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces**, is not exceeded.

(d) Buildings and other structures do not encroach into the sensitive areas around aviation facilities pursuant to International Civil Aviation Organisation (ICAO) principles and *Air Services Act 1996*.

(e) The operation of artificial lighting sources does not exceed the maximum light source intensities imposed by the Gold Coast Airport Master Plan and the Civil Aviation Safety Authority.

(f) Potential hazards to safety of aircraft operations brought about by bird or bat strikes are minimised.

(g) Potential hazards to safety of aircraft operations resulting from the emission of smoke, dust or other particulate matter, or creation of air turbulence are minimised.

(h) Potential hazards to safety of aircraft operations resulting from reflection of sunlight, and any another potential causes of temporary interference with pilot vision are minimised.

(i) New development within the public safety area of the airport does not significantly increase population density or the use and storage of hazardous materials within this area.

(j) Potential impacts on residential and other noise-sensitive development in close proximity to the airport are minimised by ensuring that new development is subject to appropriate acoustic treatment pursuant to *AS 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction*, according to noise contours shown on **Airport environs – Australian Noise Exposure Forecast (ANEF) contour overlay map**.

8.2.2.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.2-2: Airport environs overlay code – for assessable development

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
Heights of buildings and other structures			
PO1 Building height and structure height does not affect the current or future operational efficiency of Gold Coast Airport or create a hazard to the safe navigation of aircraft using the airport's prescribed airspace. **Note: The requirements associated with the heights of buildings are also applicable to temporary intrusions into prescribed airspace, such as cranes utilised during building construction.** Editor's note – A development proposal involving a building, structure, crane or other construction equipment which exceeds 110m is required to be notified to CASA. Furthermore, any building, structure, crane or other construction equipment which exceeds 150m above ground level must be regarded as an obstacle unless assessed otherwise by CASA. Council is required to refer such development proposals to the airport manager for assessment, who will then refer the proposal to CASA. Refer to the SPP guidelines for more information regarding the Australian Government's role and assessment processes for intrusions into operational airspace of strategic airports.	**AO1** Building height and structure height does not exceed the current maximum allowable height applicable to the subject site, as identified on **Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map** and **Airport environs – Obstacle Limitation Surface (OLS) overlay map**. Editor's note – A development proposal involving a building, structure, crane or other construction equipment which encroaches into the operational airspace of a Leased Federal or other strategic airport must be referred by Council to the airport manager for assessment, who will on refer the proposal to the Australian Government if required.	**COMPLIES** The subject site is located within an area where the PANS-OPS height plane parameter is 246.24m AHD. The OLS parameter applying to the subject site is 154.5m AHD. The proposed development comprises an overall height of RL 26.9m AHD. Accordingly, the overall height of the proposed development is considerably below the parameters of AO1.	

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
Acoustic treatment to buildings to lessen the impact of aircraft noise (on land within the Airport environs – Airport Noise Exposure Forecast (ANEF) contour overlay map)			
PO2 Development, other than an extension to an existing Dwelling house, on land within the 20 ANEF contour or greater as shown on the latest approved ANEF plan for Gold Coast Airport, is designed and constructed to prevent adverse impacts from aircraft noise. **Note: The current ANEF mapping for Gold Coast Airport as at the date of adoption of the planning scheme is shown in Airport environs – Australian Noise Exposure Forecast (ANEF) contour overlay map.**	**AO2** Development within the 20 ANEF contour or greater, as identified on **Airport environs – Australian Noise Exposure Forecast (ANEF) contour overlay map** is acoustically insulated to the applicable standard required by *AS 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction*.	**NOT APPLICABLE** The subject site is not located within the 20 ANEF contour or greater.	
Reflective roof materials, advertising devices and artificial light sources (on land within the Gold Coast Airport lighting zone)			
PO3 Development involving reflective roof materials, illuminated advertising devices or other artificial light sources, including street lighting and coloured lights, do not create a visual hazard for aircraft operation on approach to, or take off from, the Gold Coast Airport. **Note: For advice on how to meet aviation safety requirements refer to *Civil Aviation Safety Authority (CASA) guidelines: Lighting in the Vicinity of Aerodromes – Advice to Lighting Designers*.**	**AO3.1** The illuminated advertising device or artificial light source does not exceed the maximum intensity of illumination within the respective light intensity zone, as identified on **Airport environs – lighting area buffer zones overlay map**.	**NOT APPLICABLE** The subject site is not located within the Airport Environs Lighting Area Buffer Zones Overlay.	
	AO3.2 Configurations of lights in straight parallel lines 500m to 1,000m long (e.g. sporting fields and large parking areas) are not located within the Outer lighting zone, as identified on **Airport environs – lighting area buffer zones overlay map**.	**NOT APPLICABLE** The subject site is not located within the Airport Environs Lighting Area Buffer Zones Overlay.	

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
Note: Use of a reflective roof surface in the Lighting Zone of Gold Coast Airport constitutes a 'controlled activity', and requires approval from the operator of Gold Coast Airport. (Roof materials having solar absorbency greater than 0.35 are deemed to be pre-approved).	**AO3.3** Glare or flashes (e.g. sporting stadia), flare plumes, refineries, upward shining lights, laser lights, flashing or sodium (yellow) lighting are not located within 6 km of the airport runway, as identified on **Airport environs – lighting area buffer zones overlay map**.	**NOT APPLICABLE** The subject site is not located within the Airport Environs Lighting Area Buffer Zones Overlay.	
	AO3.4 The roof of any building located on land identified on **Airport environs – lighting area buffer zones overlay map** has a solar absorbency greater than 0.35.	**NOT APPLICABLE** The subject site is not located within the Airport Environs Lighting Area Buffer Zones Overlay.	
Development within public safety areas			
PO4 Development within the Public Safety Area for Gold Coast Airport as identified on **Airport environs – public safety area overlay map** does not increase the amount of people living and using the area or increase the risk to airport operations.	**AO4** Development within the Public Safety Area for the Gold Coast Airport as identified on the **Airport environs – public safety area overlay map** does not: (a) Increase the number of people living in the area, and proposes no greater density than a Dwelling house. (b) Introduce or intensify community, commercial, industrial or any other uses. (c) Involve the manufacturing or bulk storage of hazardous (explosive or noxious) or flammable materials.	**NOT APPLICABLE** The subject site is not located within the Public Safety Area Overlay.	

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
Aviation facilities			
PO5 Development in the area, around Airservices Australia Aviation Facilities identified on **Airport environs – Airservices Australia aviation facilities overlay map**, does not adversely impact on the functioning of these facilities. **Note: If development has the potential to adversely affect the functioning of Airservices Australia Aviation Facilities, approval is required from the Manager, Operational Requirements and Services (Airservices Australia).**	**AO5.1** Development that involves electrical or electromagnetic fields (e.g. arc welding) or that creates a permanent or temporary physical line of sight obstruction between transmitting and receiving devices, is not located within the VHF 500m buffer overlay for the Springbrook VHF facility (as identified on the **Airport environs – Airservices Australia aviation facilities overlay map**).	**NOT APPLICABLE** The subject site is not located within the Airport Environs Airservices Australia Aviation Facilities Overlay.	
	AO5.2 Development that involves any of the following, is not included within the VOR 1000m buffer overlay for the Jacobs Well VOR facility (as identified on **Airport environs – Airservices Australia aviation facilities overlay map**): (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structures exceeding 8m in height; (d) trees and open lattice towers exceeding 10m in height; (e) wooden structures exceeding 13m in height.	**NOT APPLICABLE** The subject site is not located within the Airport Environs Airservices Australia Aviation Facilities Overlay.	

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
	AO5.3 Development that involves any of the following, is not located within the building restricted area for the Mt Somerville PSR and SSR facilities (as identified on the **Airport environs - Airservices Australia aviation facilities overlay map**). (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structure exceeding 8m in height.	**NOT APPLICABLE** The subject site is not located within the Airport Environs Airservices Australia Aviation Facilities Overlay.	
	AO5.4 Development that involves any of the following, is not located within the building restricted area for the Coolangatta DVOR, DME and NDB facilities (as identified on the **Airport environs - Airservices Australia aviation facilities overlay map**). (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structures exceeding 8m in height.	**NOT APPLICABLE** The subject site is not located within the Airport Environs Airservices Australia Aviation Facilities Overlay.	

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
Potential bird or bat strike on aircraft (on land within the Gold Coast Airport wildlife hazard buffer zones)			
PO6 Development in the bird/bat strike zones of Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**, does not exacerbate the potential for bird or bat strike on aircraft.	**AO6.1** In locations within 3km of the Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**, where planting as part of a development could result in increased attraction of birds or bats, with the possibility of creating a hazard for aircraft operations, plant species will be selected which are not subject to heavy flowering or fruiting. **Editors Note: The operator of Gold Coast Airport maintains a preferred plant species list that is available for the assistance of development proponents, if required.**	**NOT APPLICABLE** The subject site is not located within 3km of the Gold Coast Airport as identified on the Wildlife Hazard Buffer Zones Overlay Map.	
	AO6.2 In the case of any development within an allotment located within 3km of the Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**, with the potential to create or increase a hazard of bird or bat strike on aircraft evidence is provided to confirm that approval has been obtained from the operator of Gold Coast Airport.	**NOT APPLICABLE** The subject site is not located within 3km of the Gold Coast Airport as identified on the Wildlife Hazard Buffer Zones Overlay Map.	

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
	AO6.3 The following land uses are not located within 3km of the airport runway, as identified on **Airport environs – wildlife hazard buffer zones overlay map**: (a) Cropping (turf farm or fruit tree farm) (b) Intensive animal industry (piggery) (c) Aquaculture (fish processing/packing plant) (d) Conservation state (e.g. wetland) (e) Major sport, recreation and entertainment facility (showground) (f) Low impact industry, Medium impact industry, high impact industry (food processing plant) (g) Food/organic waste facility: and (h) Putrescible waste facility (e.g. landfill, transfer station)	**NOT APPLICABLE** The subject site is not located within 3km of the Gold Coast Airport as identified on the Wildlife Hazard Buffer Zones Overlay Map.	
	AO6.4 Where the uses listed in AO6.3 are located between 3km and 13km from the airport runway, as identified on the **Airport environs – wildlife hazard buffer zones overlay map**, measures that prevent wildlife attraction are undertaken (e.g. covering of potential food/waste sources and other wildlife deterrence methods). **Note: Where exceptional circumstances justify approval of development within 3km – 13km of the airport**	**NOT APPLICABLE** Uses listed in AO6.3 are not proposed by this Development Application.	

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
	runway, rigorous wildlife management measures to avoid attracting wildlife should be incorporated in the development proposal.		
	AO6.5 The following land uses include appropriate measures that prevent wildlife attraction (e.g. covering of potential food/waste sources and other wildlife deterrence methods) if located within 13km of the airport runway, as identified on the **Airport environs – wildlife hazard buffer zones overlay map:** (a) Animal husbandry (cattle/dairy farm); (b) Intensive animal industry (poultry farm); (c) Conservation estate (all other than mentioned in AO6.3); (d) Major sport, recreation and entertainment facility (all other than mentioned in AO6.3); (e) Outdoor sport and recreation; (f) Park; (g) Non-putrescible waste facility (e.g. landfill, transfer station) (h) Sewerage/wastewater treatment facility	**NOT APPLICABLE** Uses listed in AO6.5 are not proposed by this Development Application.	

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
Emission of particulate matter and air turbulence (inside the outer horizontal surface 15km)			
PO7 Development in the Gold Coast Airport's prescribed airspace does not compromise the operation of aircraft engines or create air turbulence or a potential visual hazard for aircraft operation around the Gold Coast Airport due to emission of smoke, steam or other particulate matter. **Note: The Gold Coast Airport's 'Prescribed Airspace' is indicated by the OLS and the PANS-OPS on Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map and Airport environs – Obstacle Limitation Surface (OLS) overlay map.** **Note: If development has the potential to cause a hazard to aircraft operations through the emission of particulate matter, approval of the operator of Gold Coast Airport is required.**	**AO7.1** The development will not cause a potential hazard to the operation of aircraft through the emission of smoke, steam, dust or other particulate matter.	**COMPLIES** The proposed residential development will not cause a potential hazard to the operation of aircraft through the emission of smoke, steam, dust or other particulate matter.	
	AO7.2 The development will not cause a potential hazard to the operation of aircraft through the emission of a gaseous plume at a velocity exceeding 4.3m per second.	**COMPLIES** The proposed residential development will not cause a potential hazard to the operation of aircraft through the emission of a gaseous plume at a velocity exceeding 4.3m per second.	

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
Transient aviation activities			
PO8 Development does not adversely impact on the Gold Coast Airport's prescribed airspace. **Note: The Gold Coast Airport's 'Prescribed Airspace' is indicated by the OLS and the PANS-OPS on Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map and Airport environs – Obstacle Limitation Surface (OLS) overlay map.**	**AO8** Activities involving transient intrusions such as parachuting, hot air ballooning or hang gliding are not located within the airspace of the Gold Coast Airport.	**COMPLIES** The proposed residential development does not involve transient intrusions such as those identified by AO8 within the airspace of the Gold Coast Airport.	

Coastal Erosion Hazard Overlay Code



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.

8.2.4 Coastal erosion hazard overlay code

8.2.4.1 Application

This code applies to assessing material change of use, building work, reconfiguring a lot or operational work for development subject to the Coastal erosion hazard overlay where indicated in **Part 5.10 Categories of development and assessment – Overlays**.

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

8.2.4.2 Purpose

(1) The purpose of the Coastal erosion hazard overlay code is to outline the minimum requirement to reduce the exposure of development within close proximity to the ocean or waterways from the threat of erosion and provide for the maintenance of natural and engineered protection measures. Note that developers of coastal hazard zones are encouraged to consider coastal hazard reduction measures that exceed those required by this code.

(2) The purpose of the code will be achieved through the following overall outcomes:

- (a) People and premises are protected from the adverse impacts of erosion and climate change.
- (b) Adequate access is provided for foreshore seawall maintenance.
- (c) Sand resources are protected and replenished for preservation and restoration of the city's beaches.
- (d) The hydraulic performance of waterways are maintained.
- (e) The environmental values of the foreshore and the waterways are maintained and protected.
- (f) The scenic amenity of waterways (including bed, banks foreshores, dunes riparian areas and ocean beaches) are protected.

(g) The bed, banks, foreshores, dunes and riparians of tidal waterways are adequately stabilised.

(h) Public access to the foreshore is maintained and enhanced for current and future generations.

8.2.4.3 Specific benchmarks for assessment

Part B applies to assessable development.

(a) **Table 8.2.4-3 –** applies to ocean front land development; and

(b) **Table 8.2.4-4 –** applies to canal and waterway development.

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.4-3: Coastal erosion hazard overlay code (ocean front land) – for assessable development

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
Setbacks			
PO1 Buildings and structures are setback from the ocean beach to: (a) ensure the protection and maintenance of the foreshore seawall (boulder wall); (b) protect the landscape character of the foreshore environment; (c) protect beachfront properties from erosion and other coastal hazards; (d) ensure the protection and maintenance of the active dunal areas; and (e) ensure unimpeded access through to neighbouring properties for seawall maintenance.	**AO1** Buildings and structures are setback at least 8.1m from the foreshore seawall line shown on the **Coastal erosion hazard overlay**. **Note: Contact Council for information on the distance of the foreshore seawall line from the property boundary.**	**NOT APPLICABLE** The site is not within the foreshore 8.1m setback zone.	
Erosion protection			

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
PO2 All buildings and structures (including any refurbishment works to existing buildings or structures) on land near the open coast have adequate footings, designed and certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering, and constructed to ensure that they are erosion resistant to safe standards.	**AO2.1** Erosion prevention devices, including building footings, are certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering with a suitable specialty.	**COMPLIES** The site is partly within the 0-40m and 40-75m foreshore setback zones and is less than 25m in height. The development is to include adequate footing design and other considerations per the acceptable outcomes highlighted below.	
	AO2.2 Buildings with a height up to 25m that are wholly or partly located within land identified on the **Coastal erosion hazard overlay map** as an 'area from seawall to 40m west requiring special building footings' are located and designed, constructed and certified for scour to at least at RL 0.0 metres AHD.	**REFER AO2.1**	
	AO2.3 Buildings with a height up to 25m that are wholly or partly located within land identified on the **Coastal erosion hazard overlay map** as an 'area from 40m west of seawall to 75m west of seawall requiring special building footings' are located and designed, constructed and certified for scour to at least at RL +1.0 metres AHD.	**REFER AO2.1**	
	AO2.4 Buildings with a height exceeding 25m that are wholly or partly located within land identified on the **Coastal erosion hazard overlay map** as an 'area from seawall to 40m west requiring special building footings' are located and designed, constructed and certified for scour to at least at RL –3.0 metres AHD.	**REFER AO2.1**	
	AO2.5 Buildings with a height exceeding 25m that are wholly or partly located within land identified on	**REFER AO2.1**	

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
	Coastal erosion hazard overlay map as an 'area from 40m west of seawall to 75m west of seawall requiring special building footings' are located and designed, constructed and certified for scour to at least at RL 0.0 metres AHD.		
	AO2.6 Buildings that are wholly or partly located within 75m of the foreshore seawall line shown on the **Coastal erosion hazard overlay map** are located and designed, constructed and certified for resisting wave attack to at least at RL +6.0 metres AHD.	**REFER AO2.1**	
PO3 For development on land identified as a 'Foreshore Seawall site' on the **Coastal erosion hazard overlay map** a foreshore seawall (boulder wall) certified by Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering is in place to protect persons and property from erosion and other coastal hazards.	**AO3.1** Development on land identified as a 'Foreshore Seawall site' on **Coastal erosion hazard overlay map**: (a) a foreshore seawall (boulder wall) is constructed, for the full width of the property, on the foreshore seawall line shown on the **Coastal erosion hazard overlay map**; and (b) a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering has certified that the foreshore seawall (boulder wall) is in accordance with **SC6.12 City Plan policy – Land development guidelines – standard drawings (standard drawing 04-001** and **04-002**).	**NOT APPLICABLE** The site is not a foreshore seawall site.	
	AO3.2 Prior to the commencement of the construction or reconstruction of a foreshore seawall (boulder wall), sufficient security is provided to Council to ensure that: (a) it is constructed in accordance with Council	**NOT APPLICABLE** The site is not a foreshore seawall site.	

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
	requirements; (b) appropriate dune restoration will be undertaken in accordance with **SC6.4 City Plan policy – Coastal dune management**.		
Restoration and replenishment of beach sand			
PO4 Development on land near the open coast contributes to the maintenance of the beach zone through replenishment of excavated sand.	**AO4.1** The development is on a site wholly or partly identified on the **Coastal erosion hazard overlay map** as '0 to 500m west of seawall' requires sand excavated in this area to be dumped on beach as directed. Excess sand that is excavated in the course of development is: (a) cleaned using a 20mm sieve to remove all material other than clean sand; and (b) delivered and deposited to a beach as directed by Council; and (c) if the sand excavated on the site exceeds 1,500 cubic metres, a supervisor appointed by Council shall be employed for the duration of the sand excavation and deposition at the expense of the applicant.	**COMPLIES** The site is within 500m west of the seawall and may require excavation of >1,500 cubic metres of material to facilitate basement construction, subject to detailed design. Should this threshold be triggered, a sand management plan will be required. It is recommended that Council condition the requirement of PO4 outcomes, subject to the confirmation of excavated material, during Building Approval phase works.	
	AO4.2 Prior to the commencement of sand extraction and deposition, sufficient security is provided to Council to ensure that: (a) it is sieved and placed on an ocean beach in accordance with Council requirements; and (b) appropriate beach protection and/or restoration measures are used.	**REFER ABOVE**	

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
Protection of the coastal environment			
PO5 Coastal dunes are protected and managed to minimise human impacts on existing dune vegetation and facilitate restoration and protection of dune systems.	**AO5.1** A rear dune fence is constructed on the foreshore seawall line shown on the **Coastal erosion hazard overlay map** and: (a) there is no fence or structure linking the rear dune fence with any fence on the site; and (b) the fencing is in accordance with **SC6.12 City Plan policy – Land development guidelines** (**Section 9.8 Foreshore seawalls and dune fencing and standard drawing 04-003)** and **SC6.4 City Plan policy – Coastal dune management**.	**NOT APPLICABLE** The site is not a foreshore seawall site.	
	AO5.2 Dune fencing does not impede public access to, and along, the beach.	**NOT APPLICABLE** The site is not a foreshore seawall site.	
PO6 The proposed development responds to the adjoining dune environments by: (a) ensuring the retention and planting of appropriate vegetation to assist in dune stabilisation and habitat protection; (b) reinforcing the visual amenity of the city's beaches by using appropriate vegetation and landscaping; (c) facilitating safe public access through public land; (d) ensuring water quality is not diminished; and (e) considering the visual amenity and privacy requirements of beachfront residents.	**AO6** No acceptable outcome provided.	**NOT APPLICABLE** The site is not a foreshore seawall site.	

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
Note: Compliance with SC6.4 City Plan policy – Coastal dune management is Council's preferred method of demonstrating compliance with this performance outcome.			
Scenic amenity			
PO7 Development does not adversely affect the scenic amenity of the foreshore having regard to: (a) views from adjoining open space; (b) shadowing of public space; and (c) scale of adjoining development.	**AO7** No acceptable outcome provided.	**NOT APPLICABLE** The site is not a foreshore seawall site.	
Public access			
PO8 Any area of the site seaward of the foreshore seawall line as shown on the **Coastal erosion hazard overlay map** is transferred to Council ensure public access and beach protection.	**AO8** For reconfiguring a lot applications, land seaward of the foreshore seawall line is to be transferred to Council to ensure public access and beach protection. For material change of use, operational works or building works, land seaward of the foreshore seawall line should remain free from development or where this is not possible ensure that structures are temporary, can be easily removed during erosion events or sacrificial in nature.	**NOT APPLICABLE** The site is not a foreshore seawall site.	

Table 8.2.4-4: Coastal erosion hazard overlay code (canals and waterways) – for assessable development

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
Setbacks			
PO9 Buildings and structures are setback from waterways to: (a) maintain the long term integrity of the foreshore stability structure and public access areas; (b) ensure the hydraulic performance of the waterway is not compromised; (c) provide for the undertaking of future maintenance of the foreshore stability structure and public access areas; and (d) ensure unimpeded access through to neighbouring properties for revetment wall maintenance.	**AO9.1** Buildings and structures are not located beyond the waterway regulation line. **Note: For guidance applicants should refer to SC6.12 City Plan policy – Land development guidelines – standard drawings (standard drawing 04-004).** **Note: The applicant will be required to contact Council to determine the location of the waterway regulation line.**	**NOT APPLICABLE** The site is not a site which fronts a waterway.	
	AO9.2 For properties identified on the **Coastal Erosion Hazard Overlay Map** as 'Area Affected by Waterway Building Setback (Nominated)', buildings and structures are set back from waterways in accordance with the waterway building setback line. **Note: Applicants are advised to contact Council for the location of the waterway building setback line for their property. Refer to SC6.12 City Plan policy – Land development guidelines – standard drawings (standard drawing 04-004) to determine the relationship of the waterway building setback line to waterways.** OR For properties identified on the **Coastal Erosion Hazard Overlay Map** as 'Area Affected by Waterway Building Setback (To be Advised)' or 'Refer to CGC for Waterway Building Setback' where no waterway building setback line is	**NOT APPLICABLE** The site is not a site which fronts a waterway.	

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td></td><td>nominated or determined as part of the condition/s of a development permit, buildings and structures are setback from waterways in accordance with the setback line determined by Council following submission of a report prepared in accordance with SC6.12 City Plan policy – Land development guidelines (Section 8.3.3 Waterways report (canals, lakes, tidal waters, creeks, rivers and other waterways)).
The following buildings and structures may intrude into the setback area as follows:
<table>
<tr><th>Structure</th><th>Maximum acceptable intrusion into setback area</th></tr>
<tr><td>Eaves overhang</td><td>1m</td></tr>
<tr><td>Cantilevered balcony</td><td>2m</td></tr>
<tr><td>Attached pergola comprising open sides and a roof without impervious sheeting</td><td>2.5m</td></tr>
<tr><td>Cantilevered not more than 1.2m in height above the natural ground surface</td><td>Unlimited</td></tr>
<tr><td>Swimming pool not more than 1m above the</td><td>Unlimited where it demonstrated there exists structural independence between the</td></tr>
</table></td><td></td><td></td></tr>
</table>

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
	natural ground surface	revetment wall and swimming pool and sufficient access is provided for maintenance.		

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
Erosion protection			
PO10 Foreshore stability solutions for canals and waterways must: (a) demonstrate on going sustainability of the waterbody; (b) protect persons and property from erosion and other coastal hazards; and (c) be certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering.	**AO10.1** Where structures in, on and over the water are proposed, a report is prepared by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering with a suitable speciality, detailing the most appropriate foreshore stability solution. **Note: The report is to be prepared in accordance with SC9.11 City Plan policy – Land development guidelines (Sections 8.3.3 Report submission – waterways (canals, lakes, tidal waters, creeks, rivers and other waterways)).** OR Where a report for a foreshore stability solution is not deemed necessary, prior to the development commencing on site, an inspection of the condition of the existing revetment wall or erosion prevention/bank stability measure is undertaken. The inspection must report on the existing condition of the structure and make any recommendations as to any repairs or maintenance work necessary. If repairs or maintenance works are needed, they are to be completed and certification from a Registered Professional Engineer of Queensland (RPEQ) is required. **Note: Certifications and reports are required to be submitted to Council, for Council's records.**	**NOT APPLICABLE** The site is not a site which fronts a waterway.	
	AO10.2 Proposed foreshore stability solutions are in accordance with the condition/s of a development permit.	**NOT APPLICABLE** The site is not a site which fronts a waterway.	

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
	AO10.3 Where revetment walls are to be utilised, construction is to occur in accordance with **SC6.12 City Plan policy – Land development guidelines – standard drawings (standard drawing 04-004)** on the waterway regulation line. The wall is to be certified by a Registered Professional Engineer of Queensland (RPEQ) specialising in civil engineering with a suitable speciality.	**NOT APPLICABLE** The site is not a site which fronts a waterway.	
Protection of the coastal environment			
PO11 Development on land adjoining a waterway maintains the environmental values of the waterway, including ensuring no adverse impacts on riparian vegetation. **Note: Where the waterbody contains a natural bank, setbacks to the waterway should be consistent with those articulated in the Environmental significance overlay code.**	**AO11** No acceptable outcome provided.	**NOT APPLICABLE** The site is not a site which fronts a waterway.	
PO12 Development on land adjoining a waterway ensures the water quality and quantity of the adjoining waterway is maintained having regard to: (a) current or intended uses of the waterway; and (b) water quality of adjacent waterways.	**AO12** For development on land adjoining a waterway, a water quality management plan is prepared by a suitably qualified person and demonstrates that: (a) the proposed use will not adversely impact the water quality and quantity of the waterway; (b) the proposed non-residential development will comply with *Water Quality Standards for Specific Waterbodies* or the *AWQ Guidelines*; and	**NOT APPLICABLE** The site is not a site which fronts a waterway.	

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
	(c) overland flow does not impact on the structural integrity of the foreshore stability structure.		
Scenic amenity			
PO13 Development on land adjoining a waterway does not adversely affect the scenic amenity of the foreshore or waterway environs.	**AO13** Development layout and building setbacks maintain the existing view line of neighbouring properties.	**NOT APPLICABLE** The site is not a site which fronts a waterway.	
Public access			
PO14 All areas of a site below high water mark adjoining a canal or tidal waterway are maintained for public purposes as permanently inundated land.	**AO14** The area below high water mark is to be transferred to Council as public open space.	**NOT APPLICABLE** The site is not a site which fronts a waterway.	

Environmental Significance Overlay Code



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:

Note: In accordance with Section 2.1 of City Plan, an assessment against State interest - Water quality (policies 4 and 5) of the State Planning Policy 2017 is required as the Healthy water development code does not fully integrate this State interest. A response table for policies 4 and 5 is included below.

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.

8.2.6 Environmental significance overlay code

8.2.6.1 Application

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

Overlay map	Mapped area
Environmental significance – biodiversity areas	**Matters of State environmental significance** • Protected Areas **Matters of Local environmental significance** • Hinterland core habitat system; • Coastal wetlands and islands core habitat system; • Substantial remnants; and • Hinterland to coast critical corridors.
Environmental significance – priority species	**Matters of State environmental significance** • Koala habitat areas; and • State significant species.

Overlay map	Mapped area
	Matters of Local environmental significance • Local significant species.
Environmental significance – vegetation management	**Matters of State environmental significance** • Regulated Vegetation. **Matters of Local environmental significance** • High priority vegetation; • Medium priority vegetation; and • General priority vegetation.
Environmental significance – wetlands and waterways	**Matters of State environmental significance** • State significant aquatic systems; • State significant wetlands; and • Buffer area. **Matters of Local environmental significance** • Major waterway; • Waterway; • Local significant wetlands; and • Buffer area.

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

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

8.2.6.2 Purpose

(1) The purpose of the Environmental significance overlay code is to identify and protect matters of environmental significance and ensure that development is consistent with, and contributes to, the achievement of the objectives of the Our Natural City Strategy.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) Matters of environmental significance are identified, protected in situ and enhanced to maintain flora and fauna diversity within:

(i) Hinterland core habitat systems;

(ii) Coastal wetlands and islands core habitat systems;

(iii) Substantial remnants; and

(iv) Hinterland to coast critical corridors.

(b) Degraded matters of environmental significance are protected and rehabilitated.

(c) High priority vegetation is protected in situ.

(d) Outside of Biodiversity Areas:

(i) Disturbance to regulated and general priority vegetation is minimised;

(ii) Impacts on medium priority vegetation are managed, in order of priority, by:

(A) avoiding significant adverse impacts;

(B) mitigating significant adverse impacts where these cannot be avoided; and

(C) offsetting any significant residual impacts.

(iii) State and local significant species and their habitat are identified and protected.

(iv) The quality or connectivity of habitat for State and local significant species (including the koala) is improved.

(e) Wetlands, waterways and their associated buffers (as prescribed in RO2) are protected and enhanced.

(f) Buffers are provided between matters of environmental significance and any proposed development, to manage impacts.

(g) Appropriate tenure and management arrangements are provided to protect matters of environmental significance and their associated buffers.

(h) Where offsets are required, these are consistent with the *Environmental Offsets Act 2014*.

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

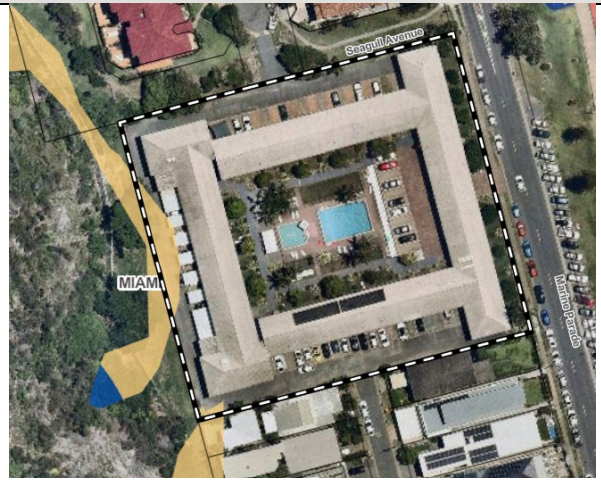
Editor's Note – in addition to the requirements of this planning scheme, obligations for the protection of matters of environmental significance are established by the Commonwealth and Queensland Government. Additional approvals or referrals may be required.

8.2.6.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.6-2: Environmental significance overlay code – for assessable development

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
Ecological site assessment			
PO1 All matters of environmental significance on and adjacent to the development site are identified and protected. **Note - An Ecological Site Assessment prepared in accordance with SC6.7 City Plan policy – Ecological site assessments, is Council's preferred method for addressing this performance outcome.**	**AO1** Proposed works do not impact on: (a) areas identified on **Environmental significance – vegetation management overlay map**; (b) buffers to wetlands and waterways being: (i) 100m from the mapped boundary of a State significant aquatic area, as identified on **Environmental significance – wetlands and waterways overlay map**; (ii) 100m from the outer landward boundary of a State significant wetland, as identified on **Environmental significance – wetlands and waterways overlay map**; (iii) 100m from the outer landward boundary of a Local significant wetland, as identified on **Environmental significance – wetlands and waterways overlay map**; (iv) 60m from the outer bank of a Major Waterway identified on **Environmental significance – wetlands and waterways overlay map**; or (v) 30m from the outer bank of a Waterway identified on **Environmental significance – wetlands and waterways overlay map**; and (c) individual trees within areas mapped on the **Environmental significance – priority species overlay map**.	**COMPLIES** Whilst a corridor of Medium priority vegetation is mapped within a small area inside the rear boundary of the subject site, this mapped area is actually characterised by vehicular driveway, waste and recycling storage and servicing area and built form, including covered car parking spaces. This is illustrated in the aerial mapping view and site photograph below. Further, the proposed development provides a 5 metre setback from the rear site boundary where existing vegetation is situated outside of the site boundary. Accordingly, the proposed development does not involve the removal of any Medium priority vegetation. The proposals for the subject site have also incorporated provision for enhanced landscape planting within the public open space areas adjoining the subject site, including the park corridors to the west and north of the subject site.	

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
		 	

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
Biodiversity areas			
PO2 Development does not impact on Protected Areas as identified on the **Environmental significance– biodiversity areas overlay map**.	**AO2.1** No acceptable outcome provided.	**NOT APPLICABLE** The subject site is not identified on the Biodiversity areas overlay map.	
PO3 Development within the Hinterland to Coast Critical Corridors as identified on the **Environmental significance – biodiversity areas overlay map** is located and designed to:	**AO3.1** No acceptable outcome provided.	**NOT APPLICABLE** The subject site is not identified on the Biodiversity areas overlay map.	

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) provide corridors of sufficient dimensions and characteristics that will enable adequate movement of fauna through the site; (b) protect in situ matters of environmental significance and associated buffers; (c) protect in situ, vegetation identified on the **Environmental significance – vegetation management overlay map** and habitat for native flora and fauna; (d) link matters of environmental significance, existing corridors and/or conservation estate/reserves on adjacent properties; (e) maintain and improve upon the regional connectivity of the Hinterland to Coast Critical Corridors; and (f) allow for the rehabilitation of disturbed, cleared or modified areas that form part of the Hinterland to Coast Critical Corridors. **Note: Recommendations provided in an ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) are Council's preferred method for determining corridor dimensions.**			
PO4 Development within Hinterland Core Habitat Systems, Coastal Wetlands and Islands Core Habitat Systems and	**AO4** No acceptable outcome provided.	**NOT APPLICABLE** The subject site is not identified on the Biodiversity areas overlay map.	

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
Substantial Remnant Areas as identified on the **Environmental significance – biodiversity areas overlay map** is located and designed to: (a) protect in situ matters of environmental significance and associated buffers; (b) protect in situ vegetation identified on the **Environmental significance – vegetation management overlay map** and habitat for native flora and fauna; and (c) allow for the rehabilitation of disturbed, cleared or modified areas.			
Wetland and waterway			
PO5 Buffers are provided to wetlands and waterways identified on the **Environmental significance – wetlands and waterways overlay map** to ensure the:	**AO5.1** Buffers at least 100m wide are provided between the development and the mapped boundary of a State significant aquatic area, as identified on **Environmental significance – wetlands and waterways overlay map**.	**NOT APPLICABLE** The subject site is not identified on the Wetlands and waterways overlay map.	
	AO5.2 Buffers at least 100m wide are provided between the development and the outer landward boundary of a State significant wetland, as identified on **Environmental significance – wetlands and waterways overlay map**.	**NOT APPLICABLE** The subject site is not identified on the Wetlands and waterways overlay map.	
	AO5.3 Buffers at least 100m wide are provided between the development and the outer landward boundary of a Local significant wetland as identified on the **Environmental significance – wetlands and waterways overlay map**.	**NOT APPLICABLE** The subject site is not identified on the Wetlands and waterways overlay map.	

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
(a) protection of matters of environmental significance mapped onsite or identified through an ecological site assessment; (b) unimpeded movement of fauna along the waterway; (c) water quality is maintained; (d) bank stability; and (e) protection of property and infrastructure. **Note: The buffer width for wetlands is measured from the outer, landward boundary of the mapped wetland, as shown on Environmental significance – wetlands and waterways overlay map.** **Note: Recommendations provided in an ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) is Council's preferred method for determining alternative buffer widths.** **Note Artificial waterways are to be addressed through the Coastal erosion hazard overlay code and map. Where a waterbody contains both natural and artificial banks, the natural banks are to be assessed in accordance with this performance outcome.**	**AO5.4** Buffers at least 60m wide are provided between the development and the outer bank of a Major Waterway as identified on the **Environmental significance – wetlands and waterways overlay map**.	**NOT APPLICABLE** The subject site is not identified on the Wetlands and waterways overlay map.	
	AO5.5 Buffers at least 30m wide are provided between the development and the outer bank of a waterway as identified on the **Environmental significance – wetlands and waterways overlay map**.	**NOT APPLICABLE** The subject site is not identified on the Wetlands and waterways overlay map.	
Vegetation management			
PO6 Regulated vegetation is protected in situ	**AO6** Development does not impact on regulated vegetation.	**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
when it is: (a) identified on the **Environmental significance – vegetation management overlay map**; and (b) within biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.		The proposed development does not impact on regulated vegetation.	
PO7 Development is designed to maintain regulated vegetation and minimise disturbance when it is: (a) identified on the **Environmental significance – vegetation management overlay map**; and (b) outside of biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.	**AO7** Development avoids impacts on regulated vegetation.	**COMPLIES** The proposed development does not impact on regulated vegetation.	
PO8 High priority vegetation as identified on the **Environmental significance – vegetation management overlay map** is protected in situ.	**AO8** No acceptable outcome provided.	**COMPLIES** The proposed development does not impact on regulated vegetation.	
PO9 Medium and general priority vegetation as identified on the **Environmental significance – vegetation management overlay map** within biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map** is protected in situ.	**AO9** No acceptable outcome provided.	**COMPLIES** Whilst the Vegetation management overlay map indicates a small corridor of Medium priority vegetation within the rear boundary of the subject site, inspection of the subject site reveals that the mapped area comprises of vehicular driveways, waste and recycling servicing area and built form including covered car parking. No medium priority vegetation is impacted by the proposed development.	

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
PO10 Vegetation is protected when it is: (a) identified as medium priority vegetation on the **Environmental significance – vegetation management overlay map**; and (b) located outside the biodiversity areas identified on the **Environmental significance – biodiversity areas overlay map**.	**AO10** Vegetation is not damaged when it is: (a) identified as medium priority vegetation on the **Environmental significance – vegetation management overlay map**; and (b) located outside the **Environmental significance – biodiversity areas overlay map**. OR Where all attempts have been made to avoid and minimise damage to vegetation as stated above, any significant residual impact is offset consistent with the *Environmental Offsets Act 2014*, at a ratio of 3:1 (area) in accordance with **SC6.9 City Plan policy – Environmental offsets**. OR Damage to medium priority vegetation identified on the **Environmental significance – vegetation management overlay map** and located outside the biodiversity areas identified on the **Environmental significance – biodiversity areas overlay map** is for committed development.	**COMPLIES** Whilst the Vegetation management overlay map indicates a small corridor of Medium priority vegetation within the rear boundary of the subject site, inspection of the subject site reveals that the mapped area comprises of vehicular driveways, waste and recycling servicing area and built form including covered car parking. No medium priority vegetation is impacted by the proposed development. Refer to response to AO1 above.	
PO11 Disturbance to vegetation is minimised when it is: (a) identified as General priority vegetation on the **Environmental significance – vegetation management overlay map**; and (b) located outside the **Environmental significance – biodiversity areas overlay map**.	**AO11** Development avoids impacts on general priority vegetation. Any damage is minimised to the greatest extent possible.	**COMPLIES** The proposed development does not impact on general priority vegetation.	
PO12 Buffers are provided that protect the long term viability of high priority and	**AO12** Buffers at least 30m wide are provided between the development and any retained vegetation identified as high	**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
regulated vegetation located on or adjacent to the site.	priority or regulated vegetation on the **Environmental significance – vegetation management overlay map** on or adjacent to the site.	The proposed development does not adversely impact on the long-term viability of high priority vegetation on or adjacent to the site. The proposed development provides a 5 metre setback to the rear site boundary of the development and enhanced landscape planting is proposed within the public open space corridors to the north and west (rear) of the subject site pursuant to pre-lodgement engagement with Council officers.	
Priority species			
PO13 Assessable koala feed and shelter trees are protected in situ when they are located: (a) in koala habitat areas as identified on the **Environmental significance – priority species overlay map**; and (b) within biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.	**AO13** Development does not impact on assessable koala feed and shelter trees.	**NOT APPLICABLE** The subject site is not affected by Priority species overlay mapping.	
PO14 Assessable koala feed and shelter trees are protected when they are: (a) in koala habitat areas as identified on the **Environmental significance – priority species overlay map**; and (b) outside biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.	**AO14** Development avoids impacts on assessable koala feed and shelter trees. Any damage is minimised to the greatest extent possible.	**NOT APPLICABLE** The subject site is not affected by Priority species overlay mapping.	

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
PO15 Site design provides safe koala movement opportunities by incorporating measures to maintain connectivity between areas of koala habitat on and adjacent to the site. **Note : *DEHP's Koala-Sensitive Design Guideline* should be consulted for suitable measures to provide for safe koala movement.**	**AO15** No acceptable outcome provided.	**NOT APPLICABLE** The subject site is not affected by Priority species overlay mapping.	
PO16 During the clearing and construction phases, measures are incorporated to protect koalas from death or injury.	**AO16** Threats to koalas as a result of clearing and construction activities are mitigated by: (a) ensuring no tree in which a koala is present or a tree with a crown overlapping a tree containing a koala is cleared; (b) undertaking clearing of vegetation in stages, and ensuring: (i) no more than 1 ha is cleared per day for sites less than 6 ha in size; (ii) no more than 2 ha is cleared per day for sites greater than 6 ha in size; (iii) that between each stage there is at least 12 hours where no clearing occurs; and (iv) koala habitat is always linked to allow koalas to move out of the site; (c) use of qualified koala spotters; (d) prohibition of domestic dogs and security dogs on site; and (e) use of koala safety fencing.	**NOT APPLICABLE** The subject site is not affected by Priority species overlay mapping.	
PO17 State significant species, and their habitat, are protected in situ when it is:	**AO17** Development does not impact on State significant species, and their habitat.	**NOT APPLICABLE** The subject site is not affected by Priority species or Biodiversity areas overlay mapping.	

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) identified on the **Environmental significance – priority species overlay map**, or through an ecological site assessment; and (b) within biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.			
PO18 Development protects state significant species, and their habitat or is designed to minimise and mitigate impacts on habitat values when it is: (a) identified on the **Environmental significance – priority species overlay map**; and (b) outside of biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.	**AO18.1** Development avoids impacts on state significant species, and their habitat.	**NOT APPLICABLE** The subject site is not affected by Priority species or Biodiversity areas overlay mapping.	
	AO18.2 Where development impacts on state significant species and their habitat, the following occurs: (a) flora species are propagated and used in rehabilitation and landscaping onsite; and (b) fauna species are safely relocated by a qualified fauna spotter catcher.	**NOT APPLICABLE** The subject site is not affected by Priority species or Biodiversity areas overlay mapping.	
PO19 Local significant species, and their habitat, are protected in situ when it is: (a) identified on the **Environmental significance – priority species overlay map**, or through an ecological site assessment; and (b) within biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map.**	**AO19** Development does not impact on local significant species, and their habitat.	**NOT APPLICABLE** The subject site is not affected by Priority species or Biodiversity areas overlay mapping.	

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
PO20 Development protects local significant species, and their habitat or is designed to minimise and mitigate impacts on habitat values when it is: (a) identified on the **Environmental significance – priority species overlay map**; and (b) outside of biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.	**AO20.1** Development avoids impacts on local significant species, and their habitat.	**NOT APPLICABLE** The subject site is not affected by Priority species or Biodiversity areas overlay mapping.	
	AO20.2 Where development impacts on local significant species and their habitat, the following occurs: (a) flora species are propagated and used in rehabilitation and landscaping onsite; and (b) fauna species are safely relocated by a qualified fauna spotter catcher.	**NOT APPLICABLE** The subject site is not affected by Priority species or Biodiversity areas overlay mapping.	
Fauna management			
PO21 Development design and location provides for the safe movement of native fauna through the site.	**AO21** Where infrastructure crosses native fauna movement paths, the design of new development incorporates fauna friendly movement solutions. **Note: Fauna friendly movement solutions developed in accordance with the *Queensland Government Fauna Sensitive Road Design Manual Volume 2: Preferred Practices; and the QLD Government Koala-Sensitive Design Guidelines* is Council's preferred method for addressing this outcome.**	**NOT APPLICABLE** The proposed development does not cross native fauna movement paths.	
PO22 Where fauna habitat is proposed to be damaged, management strategies must be implemented to ensure:	**AO22** No acceptable outcome provided.	**NOT APPLICABLE** Damage to fauna habitat is not proposed.	

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
(a) the native fauna is safely relocated to an area of similar habitat; (b) the sequence of habitat disturbance ensures that fauna is not isolated from adjoining areas of habitat; (c) fauna relocation occurs immediately prior to habitat disturbance; (d) accredited and experienced spotter catchers, licensed by the Queensland Parks and Wildlife Service, are to be present on the site to direct and undertake the removal and relocation of fauna; and (e) where possible, damaged habitat and nesting sites are rehabilitated outside of development areas. **Note: A Fauna Management Plan prepared by a suitably qualified person and in accordance with SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this outcome.**			
Tenure, ownership and management arrangements			
PO23 Matters of environmental significance and associated buffers, mapped areas as identified on the **Environmental significance – vegetation management overlay map** proposed for retention and areas requiring rehabilitation are suitably protected in perpetuity and will:	**AO23** Matters of environmental significance and associated buffers, mapped areas as identified on the **Environmental significance – vegetation management overlay map** proposed for retention and areas requiring rehabilitation are transferred to Council ownership as Public Open Space. OR Where not required for public access, matters of environmental significance and associated buffers, and	**NOT APPLICABLE** Whilst a small corridor within the rear of the subject site is identified as Medium priority vegetation, the mapped area comprises of vehicular driveways, waste and recycling servicing area and built form including covered parking areas. Accordingly, matters of environmental significance are not impacted by the proposed 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
(a) enable necessary fire management in accordance with an approved fire management plan and any adopted bushfire management plan; (b) allow unimpeded movement of native fauna through matters of environmental significance and associated buffers; (c) enable maintenance access and regular management; (d) enable auditing and reporting of maintenance and management activities; (e) provide for public access along major waterways, where such access is consistent with the ecological functions; (f) allow for linkages and buffers to adjacent areas of ecological significance; and (g) allow for a coordinated approach to the management of adjacent areas of conservation estate.	mapped areas as identified on the **Environmental significance – vegetation management overlay map** proposed for retention and areas requiring rehabilitation are retained in private ownership and protected under a statutory covenant (under the *Land Title Act 1994*). **Note: Where the area is adjacent to existing public open space, or is a buffer to a major waterway, Council's preference is for the land to be dedicated as Public Open Space.**		
PO24 An Open Space Management Plan prepared in accordance with **SC6.13 City Plan policy – Landscape work** is prepared for areas to be dedicated to Council as Public Open Space.	**AO24** No acceptable outcome provided.	**NOT APPLICABLE** Land is not proposed to be dedicated for public open space.	
PO25 A Covenant Management Plan is prepared for areas to be protected under a statutory covenant. The	**AO25** No acceptable outcome provided.	**NOT APPLICABLE** A covenant management area is not proposed.	

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
management plan must include the following details: (a) rehabilitation area and strategy of works; (b) weed eradication and control requirements; (c) how the covenant area will be maintained and managed in perpetuity; (d) feral and domestic animal exclusion requirements; and (e) required maintenance access. **Note: A Covenant Management Plan is prepared by a suitably qualified person and in accordance with SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this performance outcome.**			

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
Rehabilitation			
PO26 Disturbed, cleared or modified areas are rehabilitated where they form part of: (a) an ecological corridor; or (b) matters of environmental significance and associated buffers; or (c) areas identified within an Ecological Site Assessment as requiring rehabilitation. **Note: A Rehabilitation Management Plan prepared in accordance with the *South East Queensland Ecological Restoration Framework* and SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this outcome.**	**AO26** No acceptable outcome provided.	**NOT APPLICABLE** Disturbance of matters of environmental significance is not proposed.	

State Planning Policy July 2017

Policies	Demonstrate how the proposal meets the policy?	Internal use
State interest – water quality		
ASSESSMENT BENCHMARK 4 (POLICY 4): At the construction phase, development achieves the applicable stormwater management design objectives in table A (appendix 2) of the State Planning Policy.	**COMPLIES** The proposed development incorporates stormwater management measures to satisfy applicable water quality standards. This is addressed in detail within the Site Based Stormwater Management Plan prepared by Arcadis and accompanying this Development Application.	

Policies	Demonstrate how the proposal meets the policy?	Internal use
ASSESSMENT BENCHMARK 5 (POLICY 5): (5) At the post-construction phase, development: a) achieves the applicable stormwater management design objectives on-site, as identified in table B (appendix 2) of the State Planning Policy; or b) achieves an alternative locally appropriate solution off-site that achieves an equivalent or improved water quality outcome to the relevant stormwater management design objectives in table B (appendix 2) of the State Planning Policy.		

Landslide Hazard Overlay Code



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.

8.2.11 Landslide hazard overlay code

8.2.11.1 Application

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

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

8.2.11.2 Purpose

(1) The Landslide hazard overlay code deals with areas of land identified in the local government area as having landslide potential. It applies, at a minimum, to development that:

- (a) increases the number of people living and working in the natural hazard management area, except where the premises are occupied on a short term or intermittent basis; or
- (b) involves institutional uses where evacuating people may be difficult; or
- (c) involves the manufacture or storage of hazardous materials in bulk.

(2) The purpose of the Landslide hazard overlay code is to regulate development which occurs on land or part of any land containing steep slopes or unstable slopes.

(3) The purpose of the code will be achieved through the following overall outcomes:

- (a) The potential for erosion or landslide is minimised.
- (b) The risk of landslides damaging property or endangering persons is minimised.
- (c) Stormwater runoff and waste water disposal is effectively managed so that it does not increase landslide risk on the site or neighbouring sites.

(d) Erosion events on slopes exceeding an average gradient of 20% are minimised.

(e) Safe and efficient vehicular access onto steeply sloping land is provided.

(f) Development does not occur at the expense of other environmental values.

8.2.11.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.11-2: Landslide hazard overlay code – for assessable development

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
Site slope constraints			
PO1 Development must be certified by an RPEQ as being responsive to the constraints of steeply sloping land. **Note: For guidance on how to meet this performance outcome, refer to SC6.10 City Plan policy – Geotechnical stability assessment guideline.**	**AO1** Development is not to be undertaken on any lot partially or completely identified on the **Landslide hazard overlay map**, unless certification is provided by an RPEQ, confirming that the proposed development is appropriate for the sloping nature of the site, and that the risk of landslide adversely affecting the subject lot, adjoining properties and the proposed development is at a low level.	**COMPLIES** The development is proposed to be undertaken in areas of low hazard risk landslide and the development will not impact on adjoining properties. For RPEQ Certification refer to Preliminary Geotechnical Report, reference PG-12869, prepared by Pacific Geotech.	
Stormwater drainage			

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
PO2 Development must ensure that stormwater runoff does not increase the susceptibility of the site to landslide and does not cause any detriment to the natural environment or to any other lots.	**AO2.1** Stormwater drainage (including roof guttering and rainwater tank overflows) is managed to avoid an increase in on-site groundwater, ponding of water and water concentration into slopes and discharges to a lawful point of discharge.	**COMPLIES** The stormwater discharge will be captured onsite and discharged at the site discharge location and will not impact the stability of the site.	
	AO2.2 Stormwater drainage is in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design**.	**COMPLIES** Refer to Stormwater Management Plan prepared by Arcadis.	
Cut and fill work			
PO3 Cut and fill work must not adversely affect slope stability or create erosion potential.	**AO3.1** Cuts and fills should be minimised. The height of cut and/or fill, whether retained or not, does not exceed: (a) 900mm adjoining a public area (e.g. roads, public open space areas); (b) 1200mm adjoining a residential site; (c) 2500mm adjoining a non-residential site. OR Cuts greater than 900mm height are separated by terraces with a minimum width of 1.2m or equal to the height of the cut, whichever is greater, that incorporates drainage provisions in accordance with Council's **SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards** and	**COMPLIES** All cuts are to be suitably retained with a engineered retention system. The retention system will not impact on the landslide stability hazard safety of the site.	

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
	Section 4 – Stormwater drainage and water sensitive urban design standards.		
	AO3.2 No crest of any cut or toe of any fill, or any part of any retaining wall or structure, is located closer than 600mm to any boundary of the lot, unless the prior approval of both landowners and the Council, or its delegate, has been obtained.	N/A	
	AO3.3 Cut and/or fill on slopes steeper than 1V:2H (26º) are retained at the time of earthworks by retaining structures or other stabilisation methods, in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards**.	**<u>COMPLIES</u>** All cuts are to be suitably retained with a retention system. The retention system will not impact on the landslide stability hazard safety of the site.	
	AO3.4 All retaining walls on lots identified on the **Landslide hazard overlay map** are designed and certified by an RPEQ as not adversely affecting the site's overall stability. Boulder walls must not be used as retaining walls on sites steeper than 20%.	**COMPLIES** All cuts are to be suitably retained with a retention system. The retention system will not impact on the landslide stability hazard safety of the site.	
	AO3.5 Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, dense landscaping or other protective measures, in accordance with **SC6.12 City Plan policy – Land**	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
	development guidelines, Section 3 – Change to ground level standards.		
Wastewater			
PO4 Wastewater disposal must not create or increase the likelihood of instability on the site or neighbouring sites.	**AO4** All wastewater is disposed of via connection to sewerage reticulation. OR Where sewerage reticulation is not available on site, effluent disposal areas are located so as to not cause potential instability. Subsurface disposal of effluent is not to be used.	**COMPLIES** All wastewater is disposed of via connection to sewerage reticulation.	
Slope constraints and stability			
PO5 Development on any lot partially or completely mapped as moderate, high or very high landslide hazard, as identified on the **Landslide hazard overlay map**, is supported by an RPEQ certified geotechnical report, which adequately assesses and documents the site's geotechnical stability and constraints, and incorporates necessary mitigation measures so that the level of landslide risk to property and persons is low. **Note: A geotechnical stability assessment report prepared in accordance with SC6.10 City Plan policy – Geotechnical stability assessment guidelines is Council's preferred method for addressing this performance outcome.**	**AO5** A geotechnical stability assessment report, which is prepared and certified by an RPEQ, includes: (a) the following information: (i) boundary dimensions; (ii) location of easements; (iii) existing and proposed services, such as sewer, stormwater, gas, electricity, telephone, and other utility services; (iv) contour lines to AHD (500mm vertical intervals); (v) street front kerb locations, crossovers, side gully pit locations, driveway locations and slope;	**COMPLIES** Refer Pacific Geotech report : PG-12869, 2024-12-10, GR VER 3	

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
	(vi) off-street parking locations, building locations and setback dimensions; (vii) earthwork details and building pad levels; (viii) retaining wall locations, type, extent, height, and offset from boundaries; (ix) existing and proposed onsite drainage systems; (x) identification of trees to be removed or retained; (xi) fencing extent, location, height and depth; (xii) swimming pool location, level and depth; (xiii) ancillary structures, such as pergolas and sheds; (xiv) landscaping, lawn areas, paved areas, mass planting areas and trees; (xv) slope angles; (xvi) slope shape and features; (xvii) parent rock type/soil type; (xviii) engineering properties of sub-surface materials; (xix) concentration of surface water; (xx) concentration of ground water; (xxi) evidence of instability on the site and adjoining areas; (xxii) history of instability on the site and adjoining areas; and (xxiii) geotechnical model of the site.		

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
	(b) a site-specific landslip susceptibility frequency analysis, including analysis of each proposed lot; (c) if the outcome of the landslip susceptibility frequency analysis is moderate or higher, a risk assessment in accordance with the *AGS Landslide Risk Management 2007 Guidelines*; (d) an assessment of the suitability of the site for the proposed development having regard to (a) – (c); (e) a foundation investigation report that determines the site classification for the lot/each proposed lot in accordance with *AS 2870–2011 Residential slabs and footings* and provides recommendations for foundation design; (f) identification of any areas on the lot/within proposed lots where development must not occur; (g) certification from the RPEQ confirming that the site (and for subdivisions, each proposed lot) achieves a landslide risk rating of 'low' or better and the site/lot is suitable for its intended use; and (h) recommendations for any necessary mitigation measures, construction measures and design changes to be implemented to ensure the stability of the site and adjoining areas is not adversely affected and to ensure long-term stability of the site.		
Access (for subdivision only)			

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
PO6 Development on steep slopes must ensure that safe and efficient access by vehicles and pedestrians can be achieved.	**AO6** The building envelope within every lot is accessible by a legal road access, in compliance with **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	N/A	
Environmental values			
PO7 Works to mitigate landslide risks avoid adverse impact on other environmental values.	**AO7** No acceptable outcome is provided.	**COMPLIES** Refer Pacific Geotech report: PG-12869, 2024-12-10, GR VER 3 No adverse impacts on the landslide hazard risk will result from the development works.	

General Development Provisions Code



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

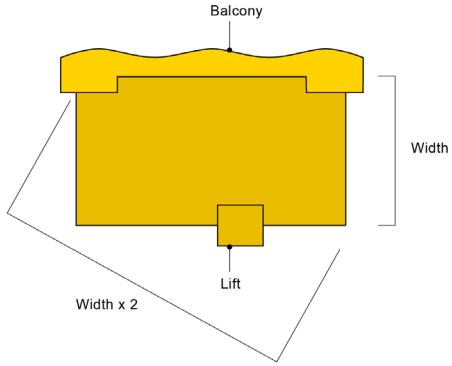
PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

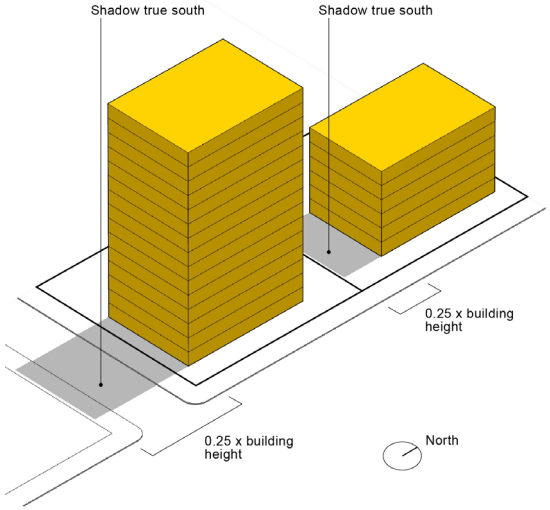
Table 9.4.4-2: General development provisions code – for assessable development

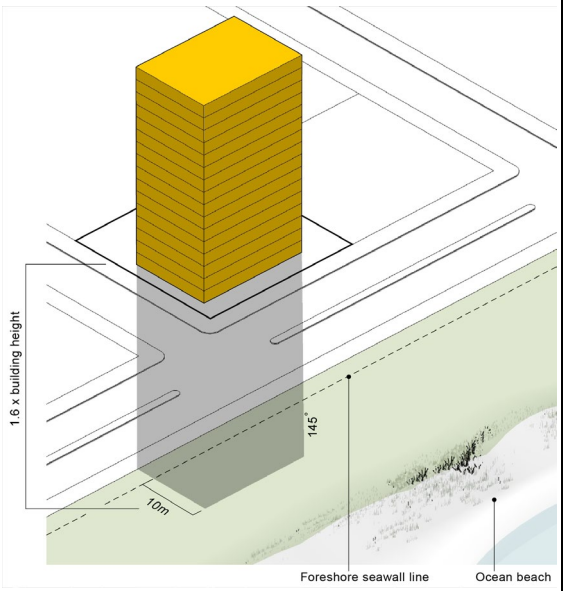
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Amenity protection			
PO1 Development mitigates any negative effects to amenity, health and safety from existing 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 design of the proposed development has been informed by thorough analysis of the subject site and its surroundings, including assessment of the acoustic environment, traffic and parking and having regard to visual amenity and privacy for residents of the proposed development. The proposed development has incorporated the recommendations of all such assessments, as presented within this Development Application package.	
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise; (b) hours of operation;	**AO2** No acceptable outcome provided.	**COMPLIES** The design of the proposed development has been informed by thorough analysis of the subject site and its surroundings, including assessment of the acoustic environment, traffic and parking and having regard to amenity and privacy for neighbouring premises.	

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
(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 proposed development has incorporated the recommendations of all such assessments, as presented within this Development Application package.	
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.	**NOT APPLICABLE** The subject site does not adjoin the Pacific Motorway or a heavy rail line.	
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 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	**COMPLIES** This development application is accompanied by a Landscape Intent Statement prepared by LDGLA and provided at **Section 4, Attachment 16,** presenting landscape outcomes that are integral to the architectural design and ensure that the proposed development will complement and enhance the character and sense of place of the local setting of the site.	

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
	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** Mechanical plant and equipment is incorporated within the building and visually screened within architectural elements of the development.	
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** The design of the proposed development optimises casual surveillance opportunities over the adjoining public realm. Lighting is anticipated to be incorporated in accordance with applicable standards, during the construction phase.	
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** Lighting within the development will be consistent with expectations within a residential premises and in a residential environment.	
Shadow impacts – for all development 3 or more storeys			

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
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: (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.	**AO8.1** 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** The length to width ratio of the shadow cast by the proposed development is 1.69:1 and is compliant with the 2 to 1 proportion of AO8.1.	
	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.	**COMPLIES** Shadow analysis diagram provided within the Proposed Architectural Drawings at **Section 2, Attachment 15**, demonstrates that the proposed development is compliant with the true south shadow parameter of AO8.2.	

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 9.4.4-2** Illustration showing southern shadow outcome		
	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.**	**NOT APPLICABLE** The subject site is not located in the Bermuda Point precinct.	
	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	**COMPLIES** The shadow cast by the proposed development in the bearing and dimensions sought by AO8.4 does not cover any part of the ocean beach.	

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
	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.**  **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.	**NOT APPLICABLE** The subject site does not adjoin a riverside public open space reserve.	

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
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**.	**NOT APPLICABLE** Retaining walls are not proposed.	
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** Stormwater drainage associated with the proposed development is managed in accordance with the requirements of Council's Land development guidelines. This is confirmed by review of the Site Based Stormwater Management Plan prepared by Arcadis accompanying this Development Application.	
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** The proposed development will be connected to all essential infrastructure as set out within the Engineering Services Report prepared by Arcadis and accompanying this Development Application.	

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
PO12 Development is undertaken in accordance with the Performance Criteria specified in the *Queensland Development Code MP1.4 – Building over or near relevant infrastructure*.	**AO12** Development is undertaken in accordance with the Acceptable Solutions specified in the *Queensland Development Code MP1.4 – Building over or near relevant infrastructure*.		
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** The proposed development has been designed having regard to thorough analysis of the site and surroundings, pursuant to the requirements of PO13.	

Driveways and Vehicular Crossings Code



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**.

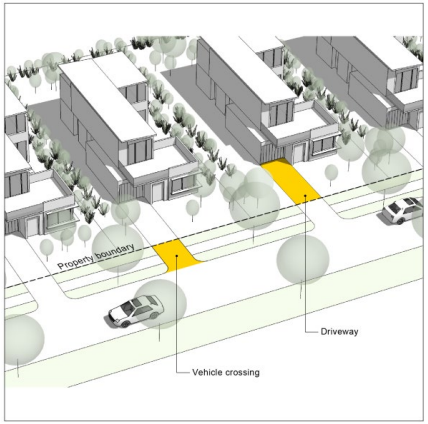


Figure 9.4.2-1
Illustration showing the driveway and vehicle crossing components of vehicle access works

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 either the performance outcome or overall outcome	Internal use
Design			
PO1 The driveway is designed in accordance with the applicable requirements in *AS2890:2009 – Parking Facilities*.	**AO1** No acceptable outcome provided.	**PROPOSED DEVELOPMENT COMPLIES WITH PO1** **REFER TO BITZIOS CONSULTING REPORT P6870.002R SECTION 3.3**	
PO2 Design of the vehicle crossing is certified by a RPEQ confirming compliance with: (a) *Disability Discrimination Act 1992*; (b) Applicable requirements in *AS2890: 2009 – Parking Facilities*; and (c) *QUDM (Queensland Urban Drainage Manual)*.	**AO2** The vehicle crossing is designed in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	**PROPOSED DEVELOPMENT COMPLIES WITH AO2** **REFER TO BITZIOS CONSULTING REPORT P6870.002R APPENDIX B**	
PO3 The vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure.	**AO3** Vehicle crossings are separated from: **Instance** / **Minimum distance** Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication / 1m	**PROPOSED DEVELOPMENT COMPLIES WITH AO3** **REFER TO BITZIOS CONSULTING REPORT P6870.002R APPENDICES A AND B**	

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
	supply services			
	Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)	300mm (horizontal distance)		

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="2">Maximum number of vehicle crossings</td><td></td><td></td></tr>
<tr><td>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.</td><td>AO4
The maximum number of vehicular crossings per site, for the following land uses, is as follows:<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>Note: the maximum number of vehicle crossings and separation distance is shown above unless otherwise approved in a current development approval.</td><td>PROPOSED DEVELOPMENT COMPLIES WITH AO4
REFER TO BITZIOS CONSULTING REPORT P6870.002R</td><td></td></tr>
<tr><td colspan="2">Separation distances</td><td></td><td></td></tr>
<tr><td>PO5
Vehicle crossings are appropriately separated from other vehicle crossings and side property boundaries to prevent interference</td><td>AO5
Vehicle crossings are separated from:<table><tr><th>Instance</th><th>Minimum distance (m)</th></tr><tr><td>Vehicle crossings on adjoining</td><td>1m</td></tr></table></td><td>PROPOSED DEVELOPMENT COMPLIES WITH AO5
REFER TO BITZIOS CONSULTING REPORT P6870.002R SECTION 5</td><td></td></tr>
</table>

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
with: (a) the safety, capacity and operations of the existing or planned road network; (b) adjoining properties; and (c) cycleways or pedestrian footpaths.	properties			
	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 either 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 *AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking* and *AS 2890.2–2002 Parking facilities Part 2: Off-street commercial vehicle facilities*.	**PROPOSED DEVELOPMENT COMPLIES WITH AO6.1** **REFER TO BITZIOS CONSULTING REPORT P6870.002R SECTION 5**	
	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**.	**PROPOSED DEVELOPMENT COMPLIES WITH AO6.2** **REFER TO BITZIOS CONSULTING REPORT P6870.002R SECTION 5**	
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 *AS4970:2009 – Protection of trees on development site*; 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.	**PROPOSED DEVELOPMENT COMPLIES WITH PO7** **REFER TO BITZIOS CONSULTING REPORT P6870.002R APPENDICES A AND B**	
Sight distances and lines			

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
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 *AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities*.	**PROPOSED DEVELOPMENT COMPLIES WITH AO8** **REFER TO BITZIOS CONSULTING REPORT P6870.002R SECTION 5**	

Healthy Waters Code



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:

Note: In accordance with Section 2.1 of City Plan, an assessment against State interest - Water quality (policies 4 and 5) of the State Planning Policy 2017 is required as the Healthy water development code does not fully integrate this State interest. A response table for policies 4 and 5 have been included below.

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.

9.4.5 Healthy waters code

9.4.5.1 Application

This code applies to assessing material change of use, reconfiguring a lot or operational work for development where indicated within:

(1) **Part 5 Tables of assessment**; and

(2) **Table 9.4.5.1-1: Development triggers for applying the Healthy waters code.**

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

Topic	Assessment triggers	Applicable assessment benchmarks
Erosion and sediment control	All development.	For accepted development subject to requirements: **RO1, RO2**
		For assessable development: **PO1, PO2**
Stormwater quality and	For residential land uses involving one or more of the following:	For accepted development subject to requirements:

Topic	Assessment triggers	Applicable assessment benchmarks
waterway stability	(a) 3 or more dwellings; or (b) a land area greater than 1,200m^2; or (c) a newly constructed road (previously unformed road) exceeding 30m in total length; or (d) 200m^2 or more of uncovered new or refurbished car park area including parking bays and circulation driveways; or (e) the creation of high polluting outdoor activities (including Bulk landscape supplies, Garden centres, Tourist parks, Transport depots, Warehouses and Wholesale nurseries).	**RO3, RO5** For assessable development: **PO3, PO4, PO8 – PO13**
	For non-residential land uses involving one or more of the following: (a) a land area greater than 1,200m^2; or (b) a newly constructed road (previously unformed road) exceeding 30m in total length; or (c) 200m^2 or more of uncovered new or refurbished car park area including parking bays and circulation driveways; or (d) the creation of high polluting outdoor activities (including Bulk landscape supplies, Garden centres, Tourist parks, Transport depots, Warehouses and Wholesale nurseries).	For accepted development subject to requirements: **RO4, RO5** For assessable development: **PO3, PO4, PO8 – PO14**
Stormwater quantity	For residential activities, development associated with the creation of 3 or more dwellings, resulting in either: (a) an increase in the total impervious area; or (b) an alteration of upstream conveyance or change to existing discharge location or condition.	For accepted development subject to requirements: **RO3, RO6, RO7** For assessable development: **PO5 – PO14**
	For all other land uses, development that results in either: (a) an increase in the total impervious area; or (b) an alteration of upstream conveyance or change to existing discharge location or condition.	For accepted development subject to requirements: **RO4, RO6, RO7** For assessable development: **PO5 – PO14**
Woongoolba flood mitigation catchment area	Development that is code or impact assessable, on land within the 'Woongoolba flood mitigation catchment area' on the **Water catchments and dual supply system area overlay map**.	For assessable development: **PO15**

This code does not apply in the following instances:

(1) where the development involves internal works or minor building works to a lawfully established building; or

(2) a sales office.

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

9.4.5.2 Purpose

(1) The purpose of the Healthy waters code is to:

(a) protect the quality of the city's waters and watercourses by managing the impacts of development on quality and quantity of surface and ground water runoff; and

(b) ensure that development does not cause adverse impact on people and/or property.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) Total water cycle management and water sensitive urban design (WSUD) principles are:

(i) implemented to contribute to biodiversity areas and green space values within the city and promote co-location of assets; and

(ii) integrated into the landscape so as to maintain watercourse health, biodiversity and ecosystems.

(b) Development avoids or minimises disturbance to existing landforms, surface drainage, watercourses and groundwater.

(c) Impacts to public health and safety hazards are minimised.

(d) Adverse impacts to people and/or property are prevented and stormwater is safely managed within urban areas.

(e) Development protects existing overland flow paths and watercourses of environmental value.

(f) Development limits the quantity of key pollutants discharged in stormwater to protect the quality of receiving waters.

(g) Development avoids adverse impacts to downstream properties or environmental value from stormwater peak discharge.

(h) Development avoids or minimises adverse impacts on the environmental values of receiving waters from the release and mobilisation of nutrients and sediments.

(i) The drainage capacity of the Woongoolba Flood Mitigation Scheme Area for rainfall events up to 1 in 10 year 72 hours is maintained (contained within the Scheme drains within a 4 day period) and this capacity is not to be eroded due to cumulative impact of development.

9.4.5.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.5-3: Healthy waters 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

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
Erosion and sediment control			
PO1 Stormwater discharge from a development site achieves the construction phase water quality objectives of **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**.	**AO1** No acceptable outcome provided.	**AO1- COMPLIES** A stormwater management plan has been prepared which addresses the construction phase stormwater quality management for the proposed development. Refer to Section 8 of the SBSMP, report reference 30264961-3-GA0002.	
PO2 Erosion, sediment and dust is appropriately managed during the construction phase.	**AO2** The level of risk for soil erosion and sediment pollution to the environment is determined by an erosion hazard assessment, completed by a suitably-qualified person in accordance with the criteria in **Table 9.4.5-4: Erosion hazard assessment**. Where the erosion hazard assessment has a risk score of: (a) less than or equal to 10: A deemed to comply report is prepared by a suitably qualified person for Council approval, including conceptual location and design drawings of each treatment measure in plan and section views, in accordance with the *Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008.* (b) greater than 10 or developments involving multiple stages of disturbance or more than 1.25 ha of land: (i) For material change of use or reconfiguring a lot, a conceptual erosion and sediment control plan (ESCP) is prepared by a	**AO2 – COMPLIES** Section 8 of the stormwater report prepared by Arcadis, '30264961-3-GA0002' discusses appropriate ESC techniques for the site. The erosion hazard assessment has been completed within the table of this code response, and has scored a total of 10.	

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
	suitably-qualified person for Council approval in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**, and the *Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008*. (ii) For operational work, a detailed ESCP is prepared by a suitably-qualified person in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**, and *Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008*. The ESCP is to detail appropriate treatment measures for the construction phase of development, demonstrating how the minimum design objectives in **Table 9.4.5-5: Stormwater design objectives** are achieved, including: (a) measures to ensure the release of sediment-laden stormwater for the nominated design storm are minimised when the design storm is exceeded; (b) detailed design, installation, construction, monitoring and maintenance requirements of all approved proprietary products in		

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
	accordance with local conditions and manufacturer's recommendations; and (c) details of how the ESCP aligns with the approved development staging plan.		
Stormwater quality			
PO3 Development appropriately manages stormwater quality to: (a) protect natural ecosystems; (b) protect water quality; (c) reduce runoff and peak flows; and (d) meet the water quality objectives and environmental values for Queensland waters. **Note: Water quality objectives and environmental values for Queensland waters are contained within *Schedule 1* of the *Environmental Protection (Water) Policy 2009*. Water quality objectives are locally specific and vary between and within river catchments.** **Note: A stormwater quality management plan prepared by a suitably qualified person in accordance with SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards, is Council's preferred method for addressing this performance outcome.**	**AO3.1** For post developed sites, the following minimum pollutant reduction targets are achieved: (a) Gross pollutants (>5mm) – 90%; (b) Total Suspended Solids (TSS) – 80%, (c) Total Phosphorus (TP) – 60%; and (d) Total Nitrogen (TN) – 45%.	**AO3.1 – COMPLIES** A stormwater management plan has been prepared which addresses the management of operational phase stormwater quality measures for the proposed development. Refer to Section 7 of the SBSMP, report reference 30264961-3-GA0002.	
	AO3.2 For development on land less than 1.25ha, a deemed to comply solution for stormwater quality is achieved in accordance with **Table 9.4.5-6: Stormwater quality deemed to comply solutions**.	**REFER ABOVE**	
	AO3.3 For development on land greater than 1.25ha, a stormwater quality management plan is to be prepared by a suitably qualified person in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**, is required.	**REFER ABOVE**	
Waterway stability			
PO4 In-stream erosion, downstream of urban	**AO4** Post-development peak 0.632 Annual	**AO4 – COMPLIES** Refer to Section 6 of the SBSMP, report reference	

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
development is prevented by controlling the rate (or magnitude) and duration of sediment transporting flows.	Exceedance Probability (AEP) event discharge within receiving waterway is limited to pre-development peak 0.632 AEP event discharge and is in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards.**	30264961-3-GA0002 which addresses waterway stability requirements where applicable.	
Stormwater quantity control			
PO5 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	**AO5** The following is achieved external to the development site: (a) no increase in peak flood flow rate from the development site for all events up to and including the 1% AEP; (b) no increase in peak flood velocities from the development site for all events up to and including the 1% AEP; (c) no increase in peak flood level from the development site for all events up to and including the 1% AEP; and (d) stormwater outfalls or discharge is located to avoid conflict with existing usage of downstream land or impacts on existing watercourse or drainage.	**AO5 – COMPLIES** A stormwater management plan has been prepared which addresses the management of stormwater quantity for the proposed development. Refer to Section 6 of the SBSMP, report reference 30264961-3-GA0002.	
Lawful point of discharge			
PO6 Development ensures the stormwater systems are designed to not cause actionable nuisance that would adversely affect adjoining (upstream or downstream) properties.	**AO6** A lawful point of discharge must be identified and demonstrated that all discharge point/s from the development are in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and**	**AO6 – COMPLIES** Refer to Section 5 of the SBSMP, report reference 30264961-3-GA0002 which assesses the LPoD(s) relevant to the subject site.	

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
	water sensitive urban design standards.		
Overland flow paths			
PO7 Development must not obstruct free open surface flow of stormwater through a site.	**AO7** Overland flowing stormwater is allowed free open surface flow between the street and any waterway at the rear or sides of a property, in accordance with the provisions of the *Building Code of Australia.*	**AO7 – COMPLIES** Provision has been made for the identified potential overland flow paths. Refer to Section 5, Section 6 and Appendix B of the SBSMP prepared by Arcadis, reference 30264961-3-GA0002.	
Whole of life costs			
PO8 Stormwater infrastructure is designed and constructed to: (a) remain fit for purpose for the life of the development and maintains full functionality in the design flood event; (b) be cost effective to maintain; and (c) ensure no structural damage to existing stormwater infrastructure.	**AO8** No acceptable outcome provided.	**AO8 – COMPIES** Private infrastructure will remain the responsibility of the body corp. All other municipal connection works have been designed to relevant standards.	
Landscape integration			
PO9 Stormwater treatment devices and stormwater infrastructure are designed to: (a) integrate with the urban design and landscape outcomes of the development; (b) complement natural environments, wetlands and watercourses; (c) protect environmental values; (d) enhance visual amenity; and (e) incorporate CPTED principles in accordance with **SC6.12 City Plan**	**AO9.1** Where stormwater treatment devices and stormwater infrastructure are integrated into public open space, a Statement of Landscape Intent is to be prepared by a suitably qualified person, for approval by Council. The plan is to demonstrate that the operation of stormwater infrastructure does not compromise the function of any co-located uses and reflect the design principles within **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards.**	**AO9.1 – COMPIES** Refer to Engineering Drawings within Appendix B of the SBSMP, report reference 30264961-3-GA0002 which demonstrates the location of stormwater treatment devices. The architect and landscape architect have integrated this within the proposed design as appropriate.	

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
policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	**Note: A Statement of landscape intent is to be prepared in accordance with SC6.13 City Plan policy – Landscape work.**		
	AO9.2 Stormwater treatment devices are located offline to any upstream catchment. **Note: This provision relates to the integration of stormwater treatment devices and stormwater infrastructure into the landscape. Development identified on the Environmental significance – wetlands and watercourse overlay map will still require assessment against the Environmental significance overlay code.**	**AO9.2 – COMPIES** Refer to Section 5 of the SBSMP, report reference 30264961-3-GA0002 which demonstrates flows which stormwater treatment devices receive.	
	AO9.3 All stormwater outlets that are located adjacent to watercourses, creeks and drainage paths are aligned at a maximum of 45 degrees to the downstream direction of flow, and energy dissipation measures installed to minimise scour.	**NOT APPLICABLE** No outlets to watercourses, creeks or drainage paths are proposed.	
Public safety			
PO10 Stormwater treatment devices and stormwater infrastructure minimise impacts on public health and safety.	**AO10** All stormwater quantity control measures are designed in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**.	**AO10 – COMPIES** Refer to Engineering Drawings within Appendix B of the SBSMP, report reference 30264961-3-GA0002, which details the proposed treatment system including levels and location. The proposed treatment system is not in a location or position where it would pose an abnormal risk to health and safety.	
Maintenance access			

PO11 Maintenance access is provided for all stormwater management systems and considers: (a) the type of vehicle or machinery needed to service particular assets; and (b) the need to ensure a safe working environment for maintenance personnel and the public.	**AO11.1** All weather vehicle access is to be provided to inlet zones of the stormwater treatment systems in accordance with **Table 9.4.5-7: Maintenance access requirements (slope).**	**AO11.1 – COMPIES** Refer to Engineering Drawings within Appendix B of the SBSMP, report reference 30264961-3-GA0002, which illustrates appropriate maintenance access from the site frontage. It should be noted that the proposed asset is a private asset not transferred to Council.	
	AO11.2 Maintenance access is to be provided around the perimeter of all stormwater treatment systems in accordance with **Table 9.4.5-8: Maintenance access requirements (size).**	**REFER ABOVE**	
	AO11.3 A maintenance buffer is provided around the perimeter of all stormwater treatment devices and adjoining private property equal to: (a) 1m in width; or (b) the width of a perimeter maintenance access, as delivered in AO11.2, plus 0.5m. The maintenance buffer is measured from the adjacent allotment boundary to the top of batter around the treatment measure. The maximum slope on the maintenance buffer is 1 in 10.	**REFER ABOVE**	
Fauna movement			
PO12 Stormwater conveyance structures and channels are designed to ensure the safe movement of native fauna and provide for terrestrial and aquatic passage.	**AO12.1** Stormwater drainage structures and channels minimise impacts on aquatic fauna and associated habitats and provide opportunities for beneficial habitat uses of structures in accordance with the *Department of Primary Industries and Fisheries – Fisheries guidelines for Fish-friendly structures (2006).*	**NOT APPLICABLE** The proposed stormwater infrastructure is within an urbanised area which is not occupied by native fauna / does not currently provide aquatic passage.	

	AO12.2 Stormwater drainage structures allow for the safe movement of terrestrial fauna in accordance with: (a) the Queensland Government Fauna Sensitive Road Design Manual Volume 2: Preferred Practices; and (b) the Queensland Government Koala-Sensitive Design Guidelines.	**REFER ABOVE**	

Wastewater management			
PO13 Development does not discharge wastewater to receiving waters or areas external to the site unless demonstrated to be the best-practice environmental management for that site and takes into consideration: (a) the applicable water quality objectives for the receiving waters; and (b) the potential adverse impact on ecosystem health of receiving waters.	**AO13** Where the development involves the discharge of wastewater, a Wastewater Management Plan (WWMP) is prepared, demonstrating compliance with the performance outcome, by a suitably qualified person and submitted to the Council, detailing all of the following: (a) wastewater type; (b) climatic conditions; (c) water quality objectives; (d) best-practice environmental management; (e) waste management hierarchy; and (f) the WWMP provides for the management of wastewater in accordance with a wastewater management hierarchy that: (i) avoids wastewater discharge to watercourses; or (ii) if wastewater discharge to the environment cannot practicably be avoided wastewater discharge to watercourses is minimised through re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.	**NOT APPLICABLE** The site doesn't propose to discharge wastewater into receiving waters.	
Dewatering management			
PO14 Dewatering occurs in accordance with an approved Dewatering management plan.	**AO14** No acceptable outcome provided.	**AO14 – COMPLIES** If relevant requirements are triggered, the proposed development will be required to provide a dewatering plan to facilitate basement construction. Standard condition wording can be provided for the development approval.	
Woongoolba flood mitigation catchment area			

PO15 In the Woongoolba flood mitigation catchment area, shown on the **Water catchments and dual supply system area overlay map**, peak outflow and its timing for Q2, Q5 and Q10 for rainfall events up to 72 hours does not change as a result of development.	**AO15** No acceptable outcome provided.	**NOT APPLICABLE** The site is not within the flood mitigation scheme area.	

State Planning Policy July 2017

Policies	Demonstrate how the proposal meets the policy?	Internal use
State interest – water quality		
ASSESSMENT BENCHMARK 4 (POLICY 4): At the construction phase, development achieves the applicable stormwater management design objectives in table A (appendix 2) of the State Planning Policy.		
ASSESSMENT BENCHMARK 5 (POLICY 5): (5) At the post-construction phase, development: a) achieves the applicable stormwater management design objectives on-site, as identified in table B (appendix 2) of the State Planning Policy; or b) achieves an alternative locally appropriate solution off-site that achieves an equivalent or improved water quality outcome to the relevant stormwater management design objectives in table B (appendix 2) of the State Planning Policy.		

Table 9.4.5-3: Erosion hazard assessment

Controlling factor	Points	Score
Average slope of the whole site prior to operational works		
Slope less than 2%	0	0
More than or equal to 2% but less than 5%	1	
More than or equal to 5% but less than 10%	2	
More than or equal to 10% but less than 15%	4	
More than or equal to 15%	5	High risk
Soil type (to be disturbed)		
Gravels and sandy soils	1	1
Sandy loam	2	
Clays on flood plains	3	
Shallow soils on slopes	4	
Clays on slopes greater than 5%/imported fill or untested fill	5	High risk
Anticipated duration of site disturbance		
Duration less than 2 weeks	0	
More than 2 weeks but less than 3 months	2	
More than 3 months but less than 6 months	4	4
More than 6 months	5	High risk
Anticipated erosive rainfall risk during site disturbance		
Low (monthly average rainfall less than 45 mm)	0	
Moderate (monthly average rainfall 46 - 100 mm)	1	
High (monthly average rainfall 101 - 225 mm)	2	2
Very high (monthly average rainfall 226 - 1500 mm)	4	
Extreme (monthly average rainfall more than 1500 mm)	5	High risk

Controlling factor	Points	Score
Off-site sediment control (down-slope of the soil disturbance)		
Score 1 point if there is no purpose-built sediment trap (e.g. sediment basin, gross pollutant trap or purpose-built wetland).	1	1
Run-off entering the site		
Score 1 point if stormwater run-off is not diverted from entering the site or away from soil disturbance.	1	
Extent of site disturbance		
Score 2 points if the building works requires reshaping of the ground surface.	2	2
Total Score **Note: High erosion risk - if score 11 or greater, or five for any factor.**		

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

Table 9.4.5-5: Stormwater design objectives

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

runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5–8.5).	and a sediment forebay. • TSS = Total Suspended Solids. Turbidity measurements (e.g. 60 Nephelometric Turbidity Units (NTU)) could be used; however, for accuracy, a site-specific relationship should be developed between turbidity and TSS.

Table 9.4.5-6: Stormwater quality deemed to comply solutions

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

Development type			**Stormwater treatment train**		**Land ownership[2]**
Land use	**Scenario**	**Scale**			
Residential	>2 lots up to 20 lots	N/A	Tank Volume per dwelling: • Detached 5 kl • Attached 3 kl	Bio retention[3] @ 1.3% of impervious catchment area.[1]	Public and/or Private
			No Tanks	Bio retention[3] @ 1.8% of impervious catchment area.[1]	Public and/or Private
			Tank Volume per dwelling: • Detached 5 kl • Attached 3 kl	Wetland @ 5% of impervious catchment area.	Public and/or Private
			No Tanks	Wetland @ 7% of impervious catchment area.[1]	Public and/or Private
	> 2 dwellings (Townhouse style up to 2 storeys	≤ 12,500m^2	Tank Volume per dwelling: • Detached 5 kl • Attached 3 kl	Bio retention[3] @ 1.3% of impervious catchment area.[1]	Private
			No Tanks	Bio retention[3] @ 1.8% of impervious catchment area. [1]	Private
			Tank Volume per dwelling: • Detached 5 kl • Attached 3 kl	Wetland @ 5% of impervious catchment area.[1]	Private
			No Tanks	Wetland @ 7% of impervious catchment area.[1]	Private

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

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

[2] Ultimate owner of the device and responsible for maintenance.

[3] For bioretention basins larger than 800m^2, an inlet pond will be required.

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

Table 9.4.5-7: Maintenance access requirements (slope)

Treatment type	Access track slope	Material and width
Stormwater inflows where pipe is 450mm or greater (where there is no forebay or inlet pond)	1 in 4 or flatter	2.5m wide minimum Gravel or reinforced turf from inlet
Coarse sediment forebay	1 in 4 or flatter	2.5m minimum Reinforced concrete in accordance with *IPWEAQ standard drawing RS-051* Concrete paver (subject to City approval), cement treated gravel

		250mm thick may be accepted by the City through negotiation.
Inlet pond (wet) for retention or wetland Sediment basins	1 in 4 or flatter	3m wide Reinforced concrete in accordance with Heavy Vehicle Crossing Industrial (*refer IPWEAQ standard drawing RS-051*). Where this access crosses perpendicular to pedestrian paths, the path must be 200mm thick, double reinforced and 42MPa.
Proprietary devices	1 in 4 or flatter	Reinforced concrete in accordance with Heavy Vehicle Crossing Industrial (refer *IPWEAQ standard drawing RS-051*).

Table 9.4.5-8: Maintenance access requirements (size)

Treatment type	Size	Maintenance access requirements (all paths 1 in 10 cross fall or less and maximum 1 in 4 longitudinal grade)
Bioretention	< 500m^2	Access path to > 40% of perimeter. ≥ 0.75m wide. Grass, mulch, gravel or concrete suitable for access on foot.[1]
	≥ 500m^2	Access path to > 40% of perimeter. ≥ 2.5m wide. Reinforced grass, gravel or concrete for light vehicles.[1] Remainder of perimeter as per < 500m^2 bioretention.
Wetland	<1000m^2	Access path to > 40% of perimeter. ≥ 0.75m wide. Grass, mulch, gravel or concrete

		suitable for access on foot.
	≥ 1000m^2 to < 5000m^2	Access path minimum 40% of perimeter. ≥ 2.5m wide. Reinforced grass, gravel or concrete for light vehicles.[1] Remainder of perimeter ≥ 0.75m wide.
	≥ 5000m^2	Access path 100% of perimeter. ≥ 2.5m wide. Cement treated gravel 200mm or concrete for large vehicles.

[1] Determine access path treatment based on slope, maintenance vehicle and the surrounding landscape. For example, turf is not appropriate where the treatment system is located against conservation open space, and where revegetation for the treatment system complements the surroundings, the use of gravel or concrete is preferred.

Solid Waste Management Code



ASSESSABLE DEVELOPMENT CRITERIA
9.4.12-1 SOLID WASTE MANAGEMENT CODE (v.11)

Performance Outcomes	Acceptable Outcomes	Compliance Achieved	Comments
Waste and recycling storage and bin wash-down facilities			
PO1 Development provides waste and recycling storage and servicing facilities that are safe, convenient, efficient, appropriately sized for the type and volume of waste generated.	**AO1.1** Development includes waste storage points of sufficient size to accommodate the required number of waste and recyclable bins consistent with **SC6.16 City Plan policy – Solid waste management**.	✓	The Waste Management Plan confirms that the development includes waste storage points of sufficient size to accommodate the required number of waste and recyclable bins in accordance with **SC6.16 City Plan policy – Solid waste management.**
	AO1.2 Waste and recycling storage points are located, designed and sized consistent with **SC6.16 City Plan policy – Solid waste management**.	✓	The Waste Management Plan confirms that the development includes waste and recycling storage points that are located, designed and sized generally in accordance with **SC6.16 City Plan policy – Solid waste management**.
	AO1.3 Development with a dwelling above the third storey include appropriate waste removal systems which incorporate: (a) waste chutes; (b) hoppers; and (c) separate waste storage rooms. **Note: Waste removal system design is to be consistent with SC6.16 City Plan policy – Solid waste management.**	✓	The Waste Management Plan confirms that the development includes waste chutes; hoppers and separate waste storage rooms consistent with **SC6.16 City Plan policy – Solid waste management**.
	AO1.4 Developments that include a commercial kitchen or generate clinical or related waste incorporate additional waste facilities consistent with **SC6.16 City Plan policy – Solid waste management**.	N/A	The development does not include a commercial kitchen.
PO2 Development provides a bin wash-down facility that maintains appropriate environmental health and amenity standards.	**AO2** Development includes appropriately sized and located bin wash-down facilities consistent with **SC6.16 City Plan policy –Solid waste management**.	✓	The Waste Management Plan confirms that the development includes appropriately sized and located bin wash-down facilities consistent with **SC6.16 City Plan policy –Solid waste management.**

Amenity			
PO3 Waste and recycling storage and servicing points are appropriately located and designed for convenient and safe access by all users and to minimise the potential for nuisance to occupants of the development or adjoining properties.	**AO3.1** Direct unobstructed paths exist between waste and recycling storage and servicing points and road frontages.	✓	The Waste Management Plan confirms that direct unobstructed paths exist between waste and recycling storage and servicing points and road frontages.
	AO3.2 Waste and recycling storage points are screened by solid fencing or vegetation to ensure they are not visible from a public place or sensitive land use.	✓	The Waste Management Plan confirms that waste and recycling storage points are screened by solid fencing or vegetation to ensure they are not visible from a public place or sensitive land use.
Waste servicing			
PO4 Waste and recycling servicing points are appropriately located and designed to facilitate safe, unobstructed and efficient servicing of waste containers.	**AO4** Waste and recycling servicing points are located, designed and sufficiently sized consistent with **SC6.16 City Plan policy –Solid waste management**. **Note: Regulation of the access, stopping and manoeuvring of refuse collection vehicles are subject to meeting, Part 9.4.13 Transport code and associated City Plan guidelines.**	✓	The Waste Management Plan confirms that the waste and recycling servicing points are designed and sufficiently sized generally in accordance with **SC6.16 City Plan policy –Solid waste management.**
Non-serviced areas			
PO5 Developments in non-serviced areas have appropriate solid waste management measures to adequately service the development. ***Note: For Commercial developments a Waste management plan, prepared in accordance with SC6.16 City Plan policy – Solid waste management, is Council's preferred method of addressing the above outcome.***	**AO5** No acceptable outcome provided.	N/A	The development is located in a serviced area.

Transport Code



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.

9.4.13 Transport code

9.4.13.1 Application

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

(a) establishing in an existing lawful non-residential premises; and

(b) involving:

  (i) no building work (other than an internal fit-out); or

  (ii) only minor building work; and

(c) the development results in no loss of car parking spaces.

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

9.4.13.2 Purpose

(1) The purpose of the Transport code is to ensure transport needs associated with the development of land are met.

(2) The purpose of the code will be achieved through the following overall outcomes:

  (a) Development ensures that:

    (i) on-site access, parking and facilities, manoeuvring and servicing areas are designed to:

      (A) meet the needs of the development;

      (B) result in a functional and efficient site layout that minimises impacts on surrounding areas and traffic movement;

(C) create a safe pedestrian and cyclist focussed environment; and

(D) promote a high quality public realm.

(ii) the function and capacity of the road network is not compromised and impacts on amenity, safety and operation of existing and planned roads are appropriately mitigated.

(b) An integrated transport system is provided that:

(i) is convenient, efficient and flexible, being able to accommodate major events and provide a high level of connectivity between all activity centres, urban neighbourhoods, mixed use and industrial areas, inclusive of all modes, including active transport networks;

(ii) supports well designed urban development, which is concentrated within activity centres and urban neighbourhoods, that is easy to access via frequent public transport, walking and cycling, thereby reducing the need to travel by car;

(iii) supports community and privately operated transport services as viable alternatives to the private car;

(iv) reduces congestion and car dependency and significantly increases levels of walking, cycling and public transport use; and

(v) ensures existing and future transport corridors are protected.

(c) Active transport networks are provided that:

(i) are direct, safe, pleasant and comfortable to make walking and cycling an attractive alternative to the car;

(ii) ensure development within centres and urban neighbourhoods, including the light rail corridor have access to high quality active transport infrastructure including paths, bicycle parking and end of trip facilities;

(iii) are directly connected to local attractions and services;

(iv) are clear and easily accessed; and

(v) ensure the active transport infrastructure are completed in the early stages of development.

(d) Public transport networks are provided that:

(i) are of a standard and quality to provide an attractive alternative to the car;

(ii) ensure district and regional level community uses are within walking distance of public transport facilities; and

(iii) are clear and easily accessed.

(e) A road network is provided that:

(i) is developed and managed efficiently and meets the city's needs for the movement of people and goods, and can be safely shared by all users;

(ii) ensures development impacts on amenity caused by traffic and parking is consistent with the community's reasonable expectations for the intended use;

(iii) develops local road networks that are permeable and legible to facilitate a high level of connectivity, are safe and are shared with active and public transport;

(iv) ensures developments are designed for safe and efficient waste collection, carried out with minimal disruption or impact to the road network; and

(v) within the Coomera Town Centre area, provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections that is guided by the indicative access and mobility outcomes in Figure 9.4.13-2 Coomera Town Centre Indicative Access and Mobility.

(f) Major freight corridors and haulage routes:

(i) are protected from incompatible uses and ensure their safe and efficient operation.

(g) Navigable waterways:

(i) support active and public transport facilities in waterfront locations for public water transport and enhance access to the city's waterways.

9.4.13.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.13-2: Transport code – for assessable development

<table>
<tr><th>Performance outcomes</th><th colspan="2">Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="2">Car parking and travel demand</td><td></td><td></td><td></td></tr>
<tr><td rowspan="3">PO1
Development provides off-street car parking to accommodate the parking demand and allows for various modes of travel to reduce dependency on private vehicle usage.
OR
Where located in the Centre zone or the Southport Priority Development Area, development:
(a) maximises the efficiency of car parking provided;
(b) reduces congestion and car</td><td colspan="2">AO1
Off- street car parking spaces are provided in accordance with the identified relevant table as follows:</td><td>COMPLIES WITH AO1</td><td></td></tr>
<tr><td>Location</td><td>Off-street car parking rate</td><td rowspan="2"></td><td rowspan="2"></td></tr>
<tr><td>Centre zone and High density residential zone where nominated in the Transport hub area in Figure 9.4.13-1: Transport hub area</td><td>Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub</td></tr>
</table>

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
dependency; and (c) encourages alternative transport options such as walking, cycling and the use of public transport. **Note: For an increase in scale or intensity of an existing lawful use, this PO and AO applies to the extent of the increase, provided existing car parking areas are not reduced or disturbed.**	Centre zone not nominated in the Transport hub area in **Figure 9.4.13-1: Transport hub area**	**Table 9.4.13-5: Car parking rates – Centre zone – outside Transport hub area**		
	Special purposes zone – Special development area precinct – Southport Priority Development Area	**Table 9.4.13-6: Car parking rates – Southport Priority Development Area**		
	All other zones	**Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**		
PO2 Car parking spaces for employees and visitors to the development are maximised and allow for efficient functioning of the site and surrounding traffic network.	**AO2** Car parking spaces for employees and visitors to the development are accessible at all times and not restricted by allocation of spaces, gateways, doors or similar devices.		**INTERCOM PROVIDED, COMPLIES WITH PO2**	
Servicing				
PO3 Development accommodates the required	**AO3** No acceptable outcome provided.		**Complies with PO3**	

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 service vehicle (including waste collection) in accordance with: (a) **Table 9.4.13-8: Service vehicle requirements**; and (b) **Table 9.4.13-9: Minimum class of service vehicle**; and (c) *AS2890.2: Parking facilities Part 2: Off-street commercial vehicle facilities* to allow for: (i) loading and unloading of service vehicles wholly within the site; (ii) pathways from service areas to tenancies at a width and grade that allows for unimpeded manoeuvring of goods (i.e. clear of doors, gates or landscaping); (iii) waste collection vehicles to appropriately service the development; (iv) safe pickup and set-down of passengers on-site; (v) unobstructed access to off-street parking areas; and (vi) an efficient and safe traffic network.			
PO4 Development ensures that service vehicle routes to and from the development minimise impacts on residential safety and amenity.	**AO4** No acceptable outcome provided.	**COMPLIES WITH PO4**	

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
Public transport network			
PO5 Development that attracts large numbers of people, integrates the provision of on-site public transport facilities which are connected to: (a) adjoining uses; (b) the existing road network; (c) existing or future public transport facilities; and (d) public areas.	**AO5.1** On-site public transport facilities (including stops) are integrated with the following land uses: (a) Air services; (b) Educational establishment (new and existing); (c) Hospital; (d) Major sport, recreation and entertainment facility; (e) Shop (2,000m² or greater); and (f) Tourist attraction.	**N/A**	
	AO5.2 Development provides safe, attractive and convenient pedestrian and cycle pathways connected to: (a) adjoining uses; (b) the existing road network; (c) existing or future public transport facilities; and (d) public areas.	**COMPLIES WITH AO5.2**	
PO6 Development within 400m walking distance of a high frequency public transport stop or rail station provides attractive, safe and convenient linkages to this infrastructure.	**AO6** No acceptable outcome provided.	**DEVELOPMENT IS PROXIMAL (WITHIN 600M) TO EXISTING HIGH-FREQUENCY (~10-15 MINUTE HEADWAYS) BUS ROUTE CORRIDORS AND PLANNED G:LINK LIGHT RAIL STATIONS** **ATTRACTIVE, SAFE AND CONVENIENT LINKAGES ARE PROVIDED CONNECTING THE PROPOSED DEVELOPMENT WITH EXISTING AND PLANNED INFRASTRUCTURE** **COMPLIES WITH PO6**	

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
Active transport network			
PO7 Off-street bicycle parking and off-street end-of-trip facilities are provided to encourage active transport and are: (a) designed to meet the needs and volumes of pedestrians and cyclists; and (b) located in safe, convenient and highly accessible areas. **Note: This PO does not apply to the following uses:** • **Dwelling house;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings)**	**AO7.1** Development provides off-street bicycle parking and off-street end-of-trip facilities in accordance with **Table 9.4.13-10: Bicycle parking rates** and **Table 9.4.13-11: End-of-trip facilities for active travel users**.	**PROPOSED DEVELOPMENT COMPLIES WITH PO7** **PROPOSED DEVELOPMENT PROVIDES A SUFFICIENT NUMBER OF OFF-STREET BICYCLE PARKING SPACES AS PER AUSTROADS' CYCLING ASPECTS OF AUSTROADS GUIDES (AP-G88-17)** **REFER TO BITZIOS CONSULTING REPORT P6870.002R SECTION 3.2.**	
	AO7.2 Location of off-street, end-of-trip facilities are: (a) within 50m to off-street bicycle parking; and (b) clearly signed off-street bicycle parking areas.	**N/A**	
	AO7.3 Signage indicating location of off-street bicycle parking is: (a) clearly identifiable within the site; (b) at ground level, external to buildings; and (c) in accordance with *AS2890.3:Parking facilities Part 3: Bicycle parking*.	**PROPOSED DEVELOPMENT SHALL COMPLY WITH AO7.3**	
	AO7.4 Off-street bicycle parking areas are: (a) clear of pedestrian movement paths; (b) visible from the street to allow casual surveillance;	**PROPOSED DEVELOPMENT COMPLIES WITH PO7** **WAYFINDING SIGNAGE SHALL BE PROVIDED ONSITE TO INDICATE LOCATION OF VISITOR BICYCLE PARKING**	

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
	(c) located clear of vehicle movement; (d) well lit; (e) protected from the weather; (f) connected from the road via direct pathways/ramps; and (g) in accordance with the cycling aspects of austroads and *AS2890.3:Parking facilities Part 3: Bicycle parking.*		
PO8 Development provides pedestrian and cyclist pathways to all street frontages and set down areas, and: (a) allows for safe movement; (b) is convenient and direct; (c) is clearly identifiable; and (d) is clear of potential vehicle movements.	**AO8.1** Development provides a pathway from the primary street frontage and car parking set-down areas, to connect to the main entry of the building. OR For development with 21 dwellings or more, a pathway is provided for each road frontage and car parking set-down area(s) to the main entry of the building.	**PROPOSED DEVELOPMENT COMPLIES WITH PO8** **PEDESTRIAN AND CYCLIST CROSSOVER ACCESSES ARE PROVIDED ON MARINE PARADE AND FRASER AVENUE ROAD FRONTAGES** **NO DEDICATED PEDESTRIAN AND CYCLIST CROSSOVER INFRASTRUCTURE IS PROPOSED ON NAGEL AVENUE FRONTAGE AS THE ROAD VERGE HAS INSUFFICIENT SPACE TO ACCOMMODATE A FOOTPATH**	
	AO8.2 Pathways are to be designed and constructed in accordance with *AS 1428.1: Design for access and mobility Part 1: General requirements for access – New building work*.	**PROPOSED DEVELOPMENT SHALL COMPLY WITH AO8.2**	
	AO8.3 Pathways are separated from vehicle movements.	**PROPOSED DEVELOPMENT COMPLIES WITH AO8.3**	
PO9 Public pathways are provided: (a) within the road reserve, adjacent to, and for the full length of, the sites road frontage; and	**AO9** No acceptable outcome provided.	**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
(b) in accordance with **SC6.12 City Plan policy – Land development guidelines**. **Note: This PO does not apply to the following uses:** • **Dwelling house;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings).**			
PO10 Development contributes to the safe and efficient provision and operation of the bicycle and pedestrian network.	**AO10.1** Pathways and on-road cycle lanes are designed and constructed in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	**N/A**	
	AO10.2 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.	**PROPOSED DEVELOPMENT COMPLIES WITH AO10.2**	
Roads and freight			
PO11 Public roads including upgrades are designed to an appropriate standard and are designed to: (a) prevent the need for traffic calming devices to manage vehicle design speed; (b) deter through traffic if the roads function is primarily for access; and (c) create safe conditions for pedestrians and cyclists.	**AO11** New roads and upgrades to roads are designed and constructed in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards.**	**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
PO12 Corner lots include truncations at each roadway intersection to ensure the intersection and sight lines are safe and functional.	**AO12.1** Corner lots are truncated at each roadway intersection by: (a) three equal chords of a 6m radius for non-industrial lots and are dedicated to Council as public road; or (b) three equal chords of a 8m radius for industrial lots and are dedicated to Council as public road.	**N/A**	
	AO12.2 At roundabouts and intersections, corner truncations are wider to maintain verge widths and sight line requirements.	**N/A**	
PO13 New intersections: (a) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network; (b) have verge areas that provide sufficient area for safe pedestrian and cycling movement; and (c) have sufficient area to provide essential services and infrastructure, including traffic management.	**AO13** New intersections are designed and constructed in accordance with *Austroads* and **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	**N/A**	
Ingress and egress			
PO14 All vehicles enter and exit the site in a forward gear (restricted manoeuvring is allowed for service vehicles identified in **Table 9.4.13-8: Service vehicle requirements**). **Note: This PO does not apply to the following uses:** • **Dwelling house;**	**AO14** No acceptable outcome provided.	**COMPLIES WITH PO14**	

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
• **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings).** **Editor's note – Access to State controlled roads may require additional approvals in accordance with the *Transport Infrastructure Act 1994***			
PO15 Where identified on the functional road hierarchy (as shown on the zone maps in Schedule 2) and a lot has two or more road frontages, vehicle access is provided from the road with the least on-road traffic.	**AO15** No acceptable outcome provided.	**PROPOSED DEVELOPMENT COMPLIES WITH PO15** **VEHICLE ACCESS IS PROVIDED ON BOTH MINOR ROADS FRONTING THE PROPOSED DEVELOPMENT WITH NO ACCESS PROPOSED FROM MARINE PARADE**	
Integrated transport and land use			
PO16 Development: (a) does not compromise the function and capacity of the existing and planned road network; and (b) appropriately mitigates impacts on the safety and operation of the existing and planned road network. **Note: A Traffic Impact Assessment is Council's preferred method of addressing the above Performance outcome particularly in the following instances:** **(a) when the development is identified as "any other use not listed in this table" or "any other undefined use" in Part 5 – Tables of assessment;** **(b) freight dependent development; or** **(c) site access is to a road identified on the Functional road hierarchy (indicated on the**	**AO16** No acceptable outcome is provided.	**PROPOSED DEVELOPMENT COMPLIES WITH PO16**	

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
Zone maps in Schedule 2); **(d) site access is from a road identified on the Pacific motorway service road types overlay map;** **(e) site access is within 100m of a signalised intersection;** **(f) site access is within 50m of a roundabout; or** **(g) a new intersection is proposed;** **(h) density outcomes in a Zone code are exceeded; or** **(i) development has the potential to increase existing background traffic (peak period or daily traffic movements) ≥ 5 percent.**			
PO17 Development is not located in areas that compromise future transport corridors, including roads, public transport and active transport.	**AO17** Land shown on the zone maps for the purposes of existing or future road network infrastructure, is to be dedicated to Council as public road.	**PROPOSED DEVELOPMENT COMPLIES WITH AO17**	
PO18 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. **Note: Indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2.**	**AO18** No acceptable outcome provided.	**N/A**	
General			
PO19 Continuous circulation aisles are provided within carparking areas to avoid the use of	**AO19.1** All off-street car parking modules and service areas are accessed by internal	**PROPOSED DEVELOPMENT COMPLIES WITH AO19.1** **REFER TO BITZIOS CONSULTING REPORT**	

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
the road network when accessing areas within the development.	circulation aisles.	**P6870.002R**	
	AO19.2 Circulation aisles are not disconnected by car parking modules or service areas.	**PROPOSED DEVELOPMENT COMPLIES WITH AO19.2** **REFER TO BITZIOS CONSULTING REPORT P6870.002R**	
	AO19.3 All access driveways are linked by circulation aisles and free from parking manoeuvres.	**PROPOSED DEVELOPMENT COMPLIES WITH PO19** **REFER TO BITZIOS CONSULTING REPORT P6870.002R P6606.002R**	
	AO19.4 All vehicles can circulate throughout the site in a forward gear without performing reverse manoeuvres.	**PROPOSED DEVELOPMENT COMPLIES WITH AO19.4** **REFER TO BITZIOS CONSULTING REPORT P6870.002R APPENDIX B**	
PO20 Off street car parking areas: (a) provide a legible and efficient internal layout; (b) ensure the safety and security of users; (c) are clearly distinguishable from pedestrian paths and entry points; (d) are easily negotiated by vehicles and pedestrians including persons with a disability; (e) ensure that there are no disruptions to or queues onto the public road network; (f) provide sight distances from driveways to ensure visibility between vehicles on the driveway and pedestrians on the verge;	**AO20.1** Off street car parking provided in accordance with *AS 2890.1: Parking facilities – Part 1: Off-street car parking*, *AS 2890.2: Parking facilities – Part 2: Off-street commercial vehicle facilities, AS/NZS 2890.6: Parking facilities Part 6: Off-street parking for people with disabilities* and *AS 1428.1: Design for access and mobility Part 1: General requirements for access – New building work*.	**PROPOSED DEVELOPMENT COMPLIES WITH AO20.1** **REFER TO BITZIOS CONSULTING REPORT P6870.002R SECTION 3.3**	
	AO20.2 Development does not provide pavement humps or raised platforms in queuing areas.	**PROPOSED DEVELOPMENT COMPLIES WITH AO20.2**	
	AO20.3 Development is designed so that vehicles do not reverse across marked pedestrian	**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
(g) are designed, marked and maintained to the current relevant standard; and	crossings.		
(h) promote driver expectations consistent with conventional road rules (e.g. keep to the left).	**AO21** Any proposed porte-cocheres are designed to: (a) have a minimum vertical clearance of 4.5m; (b) accommodate vehicles entirely within the site, including the queuing of vehicles; and (c) allow vehicles to circulate in a forward direction at all times.	**N/A**	
PO21 Any proposed porte-cocheres are designed to enable safe manoeuvring and access of vehicles on-site.	**AO22** No acceptable outcome is provided.	**N/A**	
PO22 Staged development is planned, designed and constructed to ensure that for each stage: (a) sufficient car parking is provided; and (b) appropriate connections to active and public transport facilities are provided.		**N/A**	

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

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

Land use	Minimum number of off-street car parking spaces
Adult store	5 per 100m² of TUA (total use area)
Agricultural supplies store	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over

Land use	Minimum number of off-street car parking spaces	
	500m²	
Animal husbandry	1 per staff in addition to parking provided for the primary dwelling	
Animal keeping	1 per staff in addition to parking provided for the primary dwelling	
Bar	5 per 100m² of TUA	
Brothel	1 per each room plus 1 per 2 staff	
Bulk landscape supplies	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Caretaker's accommodation	2	
Car wash	**DIY car wash**	0
	Hand-wash	1 per 2 staff
Child care centre	1 per 4 children, which may be provided as a passenger set-down/pick-up area	
Club	6 per 100m² of TUA	
Community care centre	14, plus 5 per 100m² of TUA	
Community use	6 per 100m² of TUA	
Crematorium	10 per 100m² of TUA	
Cropping	1 per staff in addition to parking provided for the primary dwelling	
Dual occupancy	2 per dwelling	
Dwelling house	**Dwelling house**	1 per 1 bedroom dwelling
		2 per dwelling with 2 or more bedrooms
	Secondary dwelling where 80m² or less	1
	Secondary dwelling where greater than 80m²	2
Dwelling unit	2	
Educational establishment	**Preparatory**	1 per staff, plus 1 per 5 children enrolled which may be provided as a passenger set-down/pick-up area
	Primary	1 per staff

Land use	Minimum number of off-street car parking spaces	
	Secondary	1 per staff plus 1 per 10 Year 12 students
	Before and after school care	1 per staff, plus 1 per 5 children enrolled which may be provided as a passenger set-down/pick-up area
	Tertiary and further education	To be determined upon submission of a Car Parking Assessment to Council
	In addition to the car parking requirements a set down/pick-up area is provided.	
Food and drink outlet	5 per 100m² of TUA, plus queuing area for 10 vehicles for any drive-thru facility from the collection point	
Function facility	10 per 100m² of TUA	
Funeral parlour	The greater of: (a) 1 per 10m² of TUA; or (b) 1 per 2.5 persons, based on maximum occupancy	
Garden centre	10, plus 1 space per 100m² of TUA in excess of 3,000m²	
Hardware and trade supplies	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Health care services	The greater of: (a) 1 per 20m² of TUA; or (b) 2 per consulting room, plus 1 space per staff	
High impact industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Home based business	**Bed and breakfast**	1 per guest room in addition to parking provided for the primary dwelling
	Home office	1, in addition to parking provided for the primary dwelling
	Home based child care	0
	Home based business n.e.i.	2, in addition to parking provided for the primary dwelling
Hospital	0.8 per staff plus 1 per 2 beds	
Hotel	6 per 100m² of TUA and 1 space per short term/serviced apartment plus queuing area for 10 vehicles for any drive-through facility from the collection point	
Indoor sport and recreation	**Gymnasium (where 24hr and no classes)**	1 per 20m² of TUA
	Amusement parlour	5 per 100m² TUA

Land use	Minimum number of off-street car parking spaces	
	Squash or enclosed tennis court	6 per court
	Indoor cricket or other court game	20 per court
	Swimming pool or skating rink	15, plus 1 per 100m² of TUA
	Any other operation	1 per 10m² of TUA
Intensive animal industry	1 per staff in addition to parking provided for primary dwelling	
Intensive horticulture	1 per staff in addition to parking provided for primary dwelling	
Low impact industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Marine industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Market	1 per 2 stalls	
Medium impact industry	**Medium impact industry**	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²
	Salvage Yard	0.7 per 100m² of TUA, with a minimum of 5 spaces
Multiple dwelling	(a) 1 per 1 bedroom unit or dwelling; (b) 1.25 per 2 bedroom unit or dwelling; (c) 1.5 per 3 bedroom unit or dwelling; (d) 2 per 4 bedroom unit or dwelling; Plus: (a) where 3 to 4 dwellings, 1 for visitor parking; or (b) where 5 to 6 dwellings, 2 for visitor parking; or (c) where 7 to 9 dwellings, 3 for visitor parking; or (d) where 10 or more dwellings, 3 plus 1 per 10 dwellings for visitor parking thereafter **Note: At least 50% of visitor parking to be provided in a single location**	
Nightclub	5 per 100m² of TUA	
Office	**Office, if real estate agent**	To be determined upon submission of a Car Parking Assessment to Council
	Office, if call centre	To be determined upon submission of a Car Parking Assessment to Council

Land use	Minimum number of off-street car parking spaces	
	Office n.e.i	3 per 100m² of TUA
Outdoor sales	**Vehicle hire**	3 per 100m² of TUA plus 1 per 1.5 vehicles in the vehicle hire fleet and 1 on-site wash bay
	Motor vehicles sale yard	3 per 100m² of TUA plus 0.5 per 100m² of display area
Outdoor sport and recreation	**Tennis court**	4 per court
	Lawn bowls (stand-alone)	20 per green
	Swimming pool	15, plus 1 per 100m² of TUA
	Golf course	The greater of: (a) 4 per hole, plus 3 per 100m² of TUA of clubhouse; or (b) 6 per 100m² of TUA of clubhouse
	Football ground	50 per field
	Any other court game	20 per court
Permanent plantation	1 per staff in addition to parking provided for the primary dwelling	
Place of worship	1 per 2.5 persons, based on maximum occupancy	
Port services	**Marina**	(a) 0.6 per wet berth designed for boats 10m and under; (b) 0.8 per wet berth designed for boats between 10m and 15m; (c) 1 per wet berth designed for boats greater than 15m; (d) 0.2 per dry berth or swing mooring; plus (e) 0.5 per staff; (f) 1 per 50m² TUA of ancillary activities associated with the marina.
Relocatable home park	**Relocatable home park**	1 per relocatable home plus 1 per 5 homes for visitors
Research and technology industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Residential care facility	1 per 2 beds for visitor car parking, and 1 per staff based on maximum residential occupancy **Note: 50% of visitor parking to be provided in a single location**	
Resort complex	1 per 4 dwellings	

Land use	Minimum number of off-street car parking spaces	
Retirement facility	(a) 1 per independent living, self contained dwelling; plus (b) 1 per 4 independent living, self contained dwellings for visitor car parking; plus (c) 1 per staff based on maximum residential occupancy **Note: 50% of visitor parking to be provided in a single location**	
Roadside stall	4	
Rooming accommodation	**Off-site Student accommodation**	1 per 2 students, based on maximum occupancy plus 1 for a manager residence
	Hostel	1 per room, excluding communal areas, plus 1 for a manager residence
	Other	To be determined upon submission of a Car Parking Assessment to Council
Rural industry	1 per staff in addition to parking provided for primary dwelling plus 1 visitor space	
Sales office	**Sales office**	5
	Display dwelling	0
Service industry	**Service industry**	5 per 100m² of TUA
	Laundromat	5 per 100m² of TUA
Service station	2, plus 5 per 100m² of TUA	
Shop	5 per 100m² of TUA	
Short-term accommodation	**Backpackers accommodation**	1 per 8 beds plus 1 for a shuttle bus
	Other	1 per room plus 1 per managers residence
Showroom	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Theatre	**Stand-alone**	To be determined upon submission of a Car Parking Assessment to Council
	Where part of a shopping centre	1 per 8 seats
Tourist attraction	**Existing**	To be determined upon submission of a Car Parking Assessment to Council

Land use	Minimum number of off-street car parking spaces	
Tourist park	**Caravan park**	11 per 10 sites plus 1 per 10 sites for visitors
	Holiday cabins	1 per site or cabin plus 1 per 10 sites for visitors
Transport depot	To be determined upon submission of a Car Parking Assessment to Council	
Veterinary services	5 per 100m² of TUA	
Warehouse	**Warehouse**	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²
	Self storage sheds **0 – 3,000m² GLA**	(a) 3 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 2 parking spaces are to be provided behind a secured gate and at the entry to the building
	Self storage sheds **3,001m² - 6,000m² GLA**	(a) 4 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 5 parking spaces are to be provided behind a secured gate
	Self storage sheds **6,001m² - 9,500m² GLA**	(a) 5 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 5 parking spaces are to be provided behind a secured gate
	Self storage sheds **≥ 9,501m² GLA**	To be determined upon submission of a Car Parking Assessment to Council

Land use	Minimum number of off-street car parking spaces
Wholesale nursery	10, plus 1 space per 100m² of TUA in excess of 3,000m²
Winery	To be determined upon submission of a Car Parking Assessment to Council
Any other land use or land use operation	To be determined upon submission of a Car Parking Assessment to Council

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

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

(a) the spaces are designated and signed for the occupants of the same dwelling or the same non-residential tenancy;

(b) the minimum length of the tandem car space is 10.4m; and

(c) the minimum length of a tandem garage (if proposed) is 11m.

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

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

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Centre zone	Where the property boundary of a development directly adjoins a Light rail station platform	Non-residential	0
Centre zone	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential –Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 100m² of TUA

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Centre zone	Within 800m walking distance	Residential – permanent/long-term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 75m² of TUA
High density residential zone	Within mapped boundaries of the Transport hub area	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwelling for visitors
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
High density residential zone	Within 400m walking distance	Non-residential	1 per 100m² of TUA
High density residential zone	Within 800m walking distance	Non-residential	1 per 75m² of TUA

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

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

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

(a) the spaces are designated and signed for the occupants of the same dwelling or the same non-residential tenancy;

(b) the minimum length of the tandem car space is 10.4m; and

(c) the minimum length of a tandem garage (if proposed) is 11m.

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

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

Centre zone	Land Use	Minimum number of off-street car parking spaces
Principal centre		
Coomera	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Residential – serviced and short-term accommodation	1 per 4 units
	Non-residential	1 per 100m² of TUA
Specialist centre		
Bundall	Office	2.5 per 100m² of TUA
	Food and drink outlet, shop, service industry	2.5 per 100m² of TUA
	Any other land use	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Varsity Central/ Bond University	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Residential – serviced and short-term accommodation	1 per 2 units, plus 1 for a manager residence
	Non-residential	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Bond University campus	Residential – serviced and short-term accommodation where on Lot 10 on SP148599	1 per 4 units, plus 1 for a manager residence
Varsity Station Village	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	1 per 100m² of TUA
Biggera Waters (Harbour Town)	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m² of TUA

Centre zone	Land Use	Minimum number of off-street car parking spaces
Major centre		
Nerang	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m² of TUA
Coolangatta	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m² of TUA
Helensvale	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	1 per 100m² of TUA
District centres		
Burleigh	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m² of TUA
Oxenford	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Ormeau	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	5 per 100m²
Pimpama Old Pacific Highway, Pimpama	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Coomera City Centre Days Rd and City Centre Drive	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Hope Island Marina Quays Dr	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Runaway Bay Shopping Centre Cnr Morala and Lae Dr	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Ashmore City Cnr Southport-Nerang Rd	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development**

Centre zone	Land Use	Minimum number of off-street car parking spaces
and Currumburra Rd		**Area**
Ashmore Plaza Cotlew St	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Southport Park Shopping Centre Cnr Drury Av, Ferry Rd and Benowa Rd	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Q-Superstore Cnr Bermuda and Markeri St	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Mudgeeraba Village	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Treetops (Urbia) Cnr Bermuda Street and Reedy Creek Rd	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
West Burleigh Shopping Centre Reedy Creek Rd, Burleigh Waters	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Palm Beach	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m² of TUA
The Pines Shopping Centre Cnr K P McGrath Dr and Guineas Creek	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**
Tugun	Residential	1 per unit or dwelling plus 1 per 10 for visitors
	Non-residential	3.3 per 100m² of TUA
All other centres	All	Refer to **Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area**

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

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

(a) the spaces are designated and signed for the occupants of the same dwelling or the same non-residential tenancy;

(b) the minimum length of the tandem car space is 10.4m; and

(c) the minimum length of a tandem garage (if proposed) is 11m.

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

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

Precinct	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Precinct 1	Where the property boundary of a development directly adjoins a Light rail station platform	Residential – permanent/long term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	0
	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 100m² of TUA
	Outside 400m walking distance and within the boundaries of the precinct	Residential – permanent/long term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus

Precinct	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
		Non-residential	1 per 75m² TUA
Precinct 2	Within the boundaries of the precinct	Residential – permanent/long-term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 75m² TUA
Precinct 3	Within 400m walking distance	Residential – permanent/long term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 100m² TUA
	Outside 400m walking distance and within the boundaries of the precinct	Residential – permanent/long term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 75m² TUA

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

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

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

Table 9.4.13-7: Travel demand measures

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

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

Table 9.4.13-8: Service vehicle requirements

Site area (m²)	Service vehicle requirements
Less than 1,000m²	Demonstrate that the development can accommodate the design service vehicle – in accordance with **Table 9.4.13-9: Minimum class of service vehicle** – a separate service bay is not required and restricted manoeuvring areas from a public roadway are allowed.
1,000m² to < 2,000m²	(a) Service bay to accommodate the design service vehicle in accordance with **Table 9.4.13-9: Minimum class of service vehicle**. (b) Restricted manoeuvring from a public roadway is allowed for a heavy rigid vehicle (HRV) and/or articulated vehicle (AV) is the design service vehicle. (c) Full on-site manoeuvring is required for all other classes of service vehicle (Van, SRV & MRV).
2,000m² to <4,000m²	(a) Service bay to accommodate the design service vehicle in accordance with **Table 9.4.13-9: Minimum class of service vehicle**. (b) Restricted manoeuvring from a public roadway is allowed for an articulated vehicle. (c) Full on-site manoeuvring is required for all other classes of service vehicle (Van, SRV, MRV, LRV, RCV & HRV).
4,000m² and greater	(a) Service bay to accommodate the design service vehicle in accordance with **Table 9.4.13-9: Minimum class of service vehicle**. (b) Full on-site manoeuvring is required for all classes of service vehicle.

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

Table 9.4.13-9: Minimum class of service vehicle

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

Land use	Minimum class of service vehicle
Adult store	SRV
Agricultural supplies store	AV
Animal husbandry	AV
Animal keeping	Van
Brothel	Van

Land use	Minimum class of service vehicle
Bulk landscape supplies	AV
Caretaker's accommodation	Not applicable
Car wash	SRV
Child care centre	Van
Club	SRV
Community care centre	SRV
Community residence	Van
Community use	SRV
Crematorium	SRV
Cropping	Not applicable
Dual occupancy	Not applicable
Dwelling house	Not applicable
Dwelling unit	Not applicable
Educational establishment	SRV
Food and drink outlet	SRV
Food and drink outlet if: (a) a take away food premises; or (b) including a drive through facility	HRV
Function facility	MRV
Funeral parlour	SRV
Garden centre	HRV
Hardware and trade supplies	AV
Health care services	SRV
High impact industry	AV
Home based business	Not applicable
Hospital	AV

Land use	Minimum class of service vehicle
Hotel	HRV
Indoor sport and recreation	SRV
Intensive animal industry	AV
Intensive horticulture	AV
Low impact industry	AV
Marine Industry	AV
Market	Not applicable
Medium impact industry	AV
Multiple dwelling if: (a) 3 dwellings	Not applicable
Multiple dwelling if: (a) more than 3 dwellings	Standing area for an MRV on-site
Nightclub	SRV
Office	Van
Outdoor sales	AV
Outdoor sport and recreation	SRV
Permanent plantation	AV
Place of worship	SRV
Relocatable home park	Van
Research and technology industry	AV
Residential care facility	HRV
Resort complex	HRV
Retirement facility	HRV
Roadside stall	Not applicable
Rooming accommodation	SRV
Student accommodation	SRV

Land use	Minimum class of service vehicle
Hostel accommodation	SRV
Rural industry	AV
Sales office	Not applicable
Service industry	SRV
Service station	SRV and AV (fuel tanker)
Shop	SRV
Shop (GFA less than 400m²)	SRV
Shop (GFA 400m² - 1,500m²)	HRV
Shop (GFA greater than 1,500m²)	AV
Short-term accommodation	Coach
Showroom	AV
Tourist park	Coach
Tourist park if: (a) a caravan park	Van
Transport depot	AV
Veterinary services	Van
Veterinary hospital	MRV
Warehouse	AV
Warehouse if: (a) for self storage sheds	Not applicable
Wholesale nursery	AV
Any other land use	As determined upon submission of a Service vehicle assessment

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

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

Table 9.4.13-10: Bicycle Parking Rates

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

Land use	Long and medium term off-street bicycle parking (staff and residents – Security level B)	Short term off-street bicycle parking (visitors – Security level C)	Additional end-of-trip facilities required (refer to Table 9.4.13-11: End of trip facilities for active travel users)
Adult store	1 per 100m² TUA	1 per 50m² TUA	No
Child care centre	1 per 10 staff	2 per centre	Yes
Club	1 per 25m² TUA public bar area plus 1 per 100m² public lounge and beer garden area	1 per 100m² TUA	Yes
Educational establishment	1 per 3 students Year 4 and above plus 1 per 10 staff	N/A	Yes
Food and drink outlet	1 per 100m² TUA	1 per 50m² TUA	No
Health care services	1 per 8 consultation rooms	1 per 4 consultation rooms	Yes
High impact industry	1 per 800m² TUA	N/A	No
Hotel	1 per 25m² TUA public bar area plus 1 per 100m² public lounge and beer garden area	1 per 100m² TUA	No
Indoor sport and recreation	1 per 4 employees	1 per 200m² TUA	Yes
Low impact industry	1 per 150m² TUA	N/A	No
Medium impact industry	1 per 150m² TUA	N/A	No
Multiple dwelling	1 per dwelling	1 per 12 dwellings, to a maximum of 20 spaces	No
Office	1 per 100m² where within 800m walking distance to light rail station, otherwise 1 per	1 per 500m² TUA	Yes

Land use	Long and medium term off-street bicycle parking (staff and residents – Security level B)	Short term off-street bicycle parking (visitors – Security level C)	Additional end-of-trip facilities required (refer to Table 9.4.13-11: End of trip facilities for active travel users)
	200m² TUA		
Rooming accommodation	1 per bedroom	N/A	No
Rooming accommodation if for a hostel	1 per 3 rooms	1 per 12 rooms	No
Residential care facility	1 per 5 beds	1 per 10 staff, based on maximum residential occupancy	No
Retirement facility	1 per dwelling	1 per 3 dwellings	No
Service industry	1 per 100m² TUA	1 per 50m² TUA	No
Service station	1 per 200m² TUA	2 per Service station	No
Shop	1 per 100m² TUA	1 per 50m² TUA	No
Short-term accommodation	1 per 40 dwellings	1 per 20 dwellings	No
Showroom	1 per 800m² TUA	1 per 200m² TUA	No
Warehouse	1 per 800m² TUA	1 per 200m² TUA	No
Waterfront industry	1 per 150m² TUA	N/A	No

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

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

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

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

ATTACHMENT 6
Search Results



Department of Environment, Science and Innovation (DESI)
ABN 46 640 294 485
GPO Box 2454, Brisbane QLD 4001, AUSTRALIA
www.des.qld.gov.au

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Michelle Clark
PO Box 2091
Surfers Paradise QLD 4217

Transaction ID: 50981032 EMR Site Id: 12 December 2024
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 122 Plan: SP284713

Miami

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if DESI has not been notified
2. land on which a notifiable activity is being or has been undertaken (or a complete list of activities) if DESI has not been notified

If you have any queries in relation to this search please email emr.clr.registry@des.qld.gov.au

Administering Authority



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