

SECTION 2: SUPPORTING DOCUMENTS



60 Dutton Street, Coolangatta

Planning Assessment Report

- Appendix A: Site Analysis Plan
- Appendix B: Site Photos
- Appendix C: City Plan Property Report
- Appendix D: State Overlay Maps
- Appendix E: City Infrastructure Assets Map
- Appendix F: City Plan Code Responses



PLANNING ASSESSMENT REPORT – MCU FOR A MULTIPLE DWELLING (9 UNITS) AND OPW FOR VEGETATION CLEARING)

60 Dutton Street, Coolangatta

*Prepared for Southern Cross
Property Holdings Pty Ltd*



Report Details

Title	Ref	Date	Author
Planning Assessment Report –for MCU (Multiple Dwelling (9 Units)) and OPW Vegetation Clearing – 60 Dutton Street, Coolangatta	2024-12-722	17-Mar-25	Fatima Butalid / Chris Goold

Revision Status

Rev No.	Description	Date	Reviewed / edited
Draft		28-May-25	Chris Goold
1	Final for issue	29-May-25	-

Copyright Notice

This document is copyright. Other than for the purposes and subject to the conditions prescribed under the Copyright Act 1968 (Commonwealth), no part of it may in any form or by any means (electronic, mechanical, micro-copying, photocopying, recording or otherwise) be reproduced, stored in a retrieval system or transmitted without prior written permission. This inspection and report has been undertaken solely for the benefit of our client. We do not accept any liability for damage or loss resulting from reliance on this report, or any part of it, by any party other than the client (named on the front page of this report).

Table of Contents

1	Introduction	4
2	Project Overview	6
3	Site and Environment.....	9
3.1	Local Context	11
3.2	Frontage and Access	12
3.3	Topography	12
3.4	Vegetation and Natural Features	12
3.5	Easements and Encumbrances	12
3.6	Civil Infrastructure	12
3.7	Approval History of the Site	12
4	Proposed Development	13
4.1	Form	1
4.2	Function	7
4.3	Plans for Approval.....	11
4.4	Specialist Assessment	12
5	Assessment of the State Planning Framework.....	13
5.1	Introduction	13
5.2	Type of Development.....	13
5.3	Assessment Manager	13
5.4	Level of Assessment	13
5.5	Assessment Benchmarks.....	13
5.6	Development Assessment Process	13
5.7	Public Notification.....	14
5.8	State Planning Instruments.....	14
5.9	State Assessment and Referral Agency	16
5.10	Summary.....	16
6	Assessment of the Local Planning Framework	17
6.1	Planning Scheme Attributes.....	17
7	Strategic Framework.....	19
7.1	Strategic Intent	20
7.2	Themes and Elements	20
7.3	Summary of Strategic Framework Assessment.....	24
8	City Plan Code Assessment	25
8.1	Medium Density Residential Zone Code.....	26
8.2	Development and Overlay Codes	32
9	Relevant Matters.....	41
10	Statement of Reasons.....	42
11	Conclusion	44

List of Tables

Table 2.1: Site Details	6
Table 2.2: Development Application Details	7
Table 2.3: Applicant Details	8
Table 2.4: Project Team	8
Table 4.1: Development Summary	13
Table 4.2: Site Cover	2
Table 4.3: Setbacks	2
Table 4.4: Car Parking Provisions	8
Table 4.5: Bicycle Parking Provisions	8
Table 4.6: Waste and Recycling Provisions	9
Table 4.7: Plan Details	11
Table 4.8: Plan Details	12
Table 6.1: City Plan Zone Map	17
Table 6.2: City Plan Overlay Mapping	18
Table 7.1: Strategic Framework Maps and Designations	19
Table 7.2: Assessment of Theme 1 – Creating Liveable Places	20
Table 7.3: Assessment of Urban Neighbourhood Element	21
Table 7.4: Assessment of Enhanced access and mobility element	23
Table 7.5: Assessment of A Safe, Well Designed City	24
Table 8.1: Summary of Identified Codes	25
Table 8.2: Response to Overall Outcomes (OO) of the Medium Density Residential Zone Code	26
Table 8.3: Assessment Against PO1 of the Zone Code	29
Table 8.4: Assessment Against PO2 of the Zone Code	30
Table 8.5: Summary of Alternative Solutions	32
Table 8.6: Assessment Against PO1 of the Environmental Significance Overlay Code	33
Table 8.7: Assessment Against PO5 of the Environmental Significance Overlay Code	34
Table 8.8: Assessment Against PO8 of the General Development Provisions Code	35
Table 8.9: Assessment Against PO1 of the Multiple Accommodation Code	37
Table 8.10: Assessment Against PO7 of the Multiple Accommodation Code	37
Table 8.11: Assessment Against PO8 of the Multiple Accommodation Code	38
Table 8.12: Assessment Against PO6 of the Driveways and Vehicle Crossings Code	39
Table 8.13: Assessment Against PO1 of the Solid Waste Management Code	39
Table 8.14: Assessment Against PO2 of the Transport Code	40
Table 8.15: Assessment Against PO17 of the Transport Code	40
Table 10.1: Statement of Reasons	42

List of Figures

Figure 3.1: Site Location (Google Maps)	9
Figure 3.2: Aerial Photograph of Area (Queensland Globe).....	9
Figure 3.3: Aerial Photograph of Site (Queensland Globe)	10
Figure 3.4: Photograph of Site	10
Figure 3.5: Site Context (Lightwave).....	11
Figure 3.6: Council Infrastructure Assets Map (City of Gold Coast Council)	12
Figure 4.1: Proposed Site Plan (Shepherd)	1
Figure 4.2: Proposed Level 2 Plan (Shepherd)	2
Figure 4.3 Proposed Level 3-9 Plan (Shepherd)	2
Figure 4.4: Artist's Impressions (Lightwave).....	3
Figure 4.5: Artist's Impression (Lightwave).....	4
Figure 4.6: Height Analysis (Adapted from Lightwave).....	5
Figure 4.7: Tree Identification Plan (TPZ Project Arborists)	4
Figure 4.8: Extract of Tree Removal Plan.....	4
Figure 4.9: Identified Trees (TPZ Project Arborists)	5
Figure 4.10 Proposed Landscape Concept Plan - Ground Floor (Shepherd)	6
Figure 4.11: Proposed Landscape Concept Plan - Level 2 (Shepherd)	6
Figure 4.12: Proposed Landscape Concept Plan - Level 3-9 (Shepherd).....	6
Figure 4.13: Proposed Landscape Concept Plan - Roof Level (Shepherd)	6
Figure 4.14: Proposal Plans Showing Waste Area (adapted from Lightwave).....	9
Figure 5.1: SPP Overlays.....	15
Figure 5.2: Extract of State DA Overlay Maps (Qld Gov)	16

Appendices

Appendix A. Site Analysis Plan
Appendix B. Site Photos
Appendix C. City Plan Property Report
Appendix D. State Overlay Maps
Appendix E. City Assets Map
Appendix F. City Plan Code Responses

1 Introduction

Enhance Urban Planning ('EUP') has been engaged by *Southern Cross Property Holdings Pty Ltd* (the '**Applicant**') to prepare and lodge a Development Application (the '**Development Application**') seeking approval from the City of Gold Coast Council (the '**Council**') for a Combined Application for a Development Permit for a Material Change of Use for a Multiple dwelling (9 apartments) (Impact assessable) and a Development Permit for Operational Works for Vegetation clearing (Code assessable) (the '**development**'). The development is proposed at 60 Dutton Street, Coolangatta (formally described as Lot 2 on RP86756) (the '**site**').

The following key aspects of the development are noted –

- The site is a 703m² regular shaped allotment located on the eastern side of Dutton Street in Coolangatta.
- It benefits from an older-style 2-storey building with four (4) existing units;
- The site adjoins Goodwin Park to the east and residential dwellings to the north and south;
- Despite the built form in the area comprising a mix of single dwellings and apartments with 1-4 storey buildings, the Gold Coast City Plan designates a 23 metre Code assessable building height with potential for a 50% uplift due to site's location in the 'Urban neighbourhood' (Medium density residential zone). This equates to an intention for buildings up to 7-10 storey / 34.5m in height;
- Demolition of the existing buildings and removal of the vegetation is proposed to accommodate a nine (9) storey mid-rise building accommodating nine (9) 3-4 bedroom apartments with an overall building height of 33.15m;
- Level 1 (ground) includes a new vehicle crossover, three (3) visitor car parking spaces, twenty (20) secure resident car parking spaces (one 2-car stacker per apartment), pedestrian access to a separate foyer, standing room for a service vehicle, and the required building services;
- The ground floor of the building is framed by landscaping to the south and east while direct access to Goodwin Park is proposed via a gate on the rear boundary;
- The streetscape is improved through cascading planting from the third and second floor balconies to the ground level softening and blending the built form with the streetscape;
- Level 2 includes two (2) apartments, with the remaining seven (7) levels including one (1) apartment per level. Two (2) private rooftop recreation spaces are provided for exclusive use of the penthouse apartments;
- Private balconies are provided to east and western ends of each unit providing views over Dutton Street and Goodwin Park with glass balustrades creating an element of permeability and engagement with the area;
- The side elevations of the building achieve a high level of articulation through recessed elements, integrated planters, floor to ceiling windows, column elements, and batten screening to create visual interest, minimise bulk, and create a highly attractive appearance.

Overall, the proposal achieves an appropriate degree of urban consolidation through the provision of nine (9) new apartments in a well-serviced location and in line with the strategic direction of the Gold Coast City Plan. The high-quality, visually appealing design sets a benchmark for future development in the area by thoughtfully balancing built form with soft landscaping elements, promoting functionality, and making a strong, positive contribution to the streetscape.

As this report will demonstrate, the development complies with all relevant local and state planning requirements and it is therefore our opinion that it warrants the approval of Council, subject to reasonable and relevant conditions.



Any queries arising during the course of the assessment of this Development Application should be directed to Chris Goold or Brendon Walkinshaw on (07) 5592 4663 or by email: chris@enhanceup.com / brendon@enhanceup.com.

2 Project Overview

Key details applicable to this Development Application are summarised in the tables below.

Table 2.1: Site Details

Aspect	Details
Title Details	2RP86756
Address	60 Dutton Street, Coolangatta
Site Area	703m ²
Site Frontage	14 metres
Easements	N/A
Land Owner	Southern Cross Property Holdings Pty Ltd
Local Government Area	Gold Coast
Division	Division 14 (Cr Gail O'Neill)
Planning Scheme	Gold Coast City Plan (version 11)
Strategic Framework	Urban neighbourhoods
Zone	Medium density residential zone
Overlays	Acid sulfate soils Airport environs – Airservices Australia aviation facilities overlay (Airport infrastructure) Airport environs – Lighting area buffer zones Airport environs – Obstacle Limitation Surface (OLS) Airport environs – Procedures for Air Navigation Services, Aircraft Operational (PANS-OPS) surfaces (PANS-OPS contour) Airport environs – Wildlife hazard buffer zones Building height (23m) Dwelling house Environmental significance – Wetlands and waterways (Waterway 30m buffer area) Residential density (RD5 – 1 bed per 50m ²)
Regional Plan Designation	Urban Footprint
State Assessment Overlays	SEQ Regional Plan Land Use Categories Water Resource Planning Area Boundaries

Table 2.2: Development Application Details

Aspect	Details
General Description	Mid-rise apartment building
Application Type	Material Change of Use for a Multiple dwelling (9 units) Operational Work for Vegetation clearing
Level of Assessment	MCU – Impact assessment OPW – Code assessment
Referral Agencies	N/A
Applicable Code Responses	Airport environs overlay code Environmental significance overlay code Medium density residential zone code Driveways and vehicle crossings code General development provisions code Healthy waters code Multiple accommodation code Solid waste management code Transport code Vegetation management code
Submitted Documents	<u>Section 1 – Forms:</u> - Completed DA Form 1; - Land Owners Consent; and - Infrastructure Charge Proposal Summary. <u>Section 2 – Supporting Documents:</u> - Planning Assessment Report including: - Appendix A: Site Analysis Plan - Appendix B: Site Photographs - Appendix C: City Plan Property Report; - Appendix D: State Overlays; - Appendix E: City Infrastructure Assets Map; and - Appendix F: City Plan Code Responses. <u>Section 3 – Plans:</u> - Development Plans; and - Vegetation Removal Plans. <u>Section 4 – Specialist Reports:</u> - Acoustic Report; - Engineering Services Report; - Stormwater Management Plan; - Traffic and Transport Assessment; - Waste Management Plan; - Arborist Report; and - Statement of Landscape Intent.

Table 2.3: Applicant Details

Aspect	Details
Applicant	Southern Cross Property Holdings Pty Ltd
Applicant Contact	Chris Goold C/- Enhance Urban Planning PO Box 7143, Southport Park Qld 4215
Applicant Contact Details	E: chris@enhanceup.com P: 0492 910 409 / (07) 5592 4663
Applicant Reference	2024-12-722

Table 2.4: Project Team

Organisation	Role	Contact Details
	Planning Assessment Site Analysis Plan	Chris Goold or Brendon Walkinshaw 07 5592 4663 chris@enhanceup.com brendon@enhanceup.com
	Development Plans	Mark Walsh 0407 131 500 mark@lightwave.com.au
	Statement of Landscape Intent	Sam Shepherd 0450 144 473 sam@shepherdurbanla.com
	Waste Management Plan Traffic and Transport Assessment	James Goodman 07 5594 4473 james.goodman@geleon.com.au
	Acoustic Report	Greg Pearce / Mark Enersen 07 3393 2222 gpearce@acousticworks.com.au / menersen@acousticworks.com.au
	Engineering Services Report Stormwater Management Plan	Michael Bale 07 5538 0431 michaelb@michaelbale.com.au
	Survey	07 5535 8346 admin@usherandcompany.com.au
	Arborist Report	David Gunter 0451 063008 david@tpzprojectarborists.com

3 Site and Environment

The site is a regular shaped, 703m² allotment located on the eastern side of Dutton Street in Coolangatta. It is currently improved by a 2-storey building comprising four (4) units. It is located approximately 500 metres south of the Coolangatta centre and adjoins Goodwin Park to the east, and low-rise dwellings to the north and south. A site location plan, aerial photographs, and photograph of the site are provided in **Figures 3.1 to 3.4**.

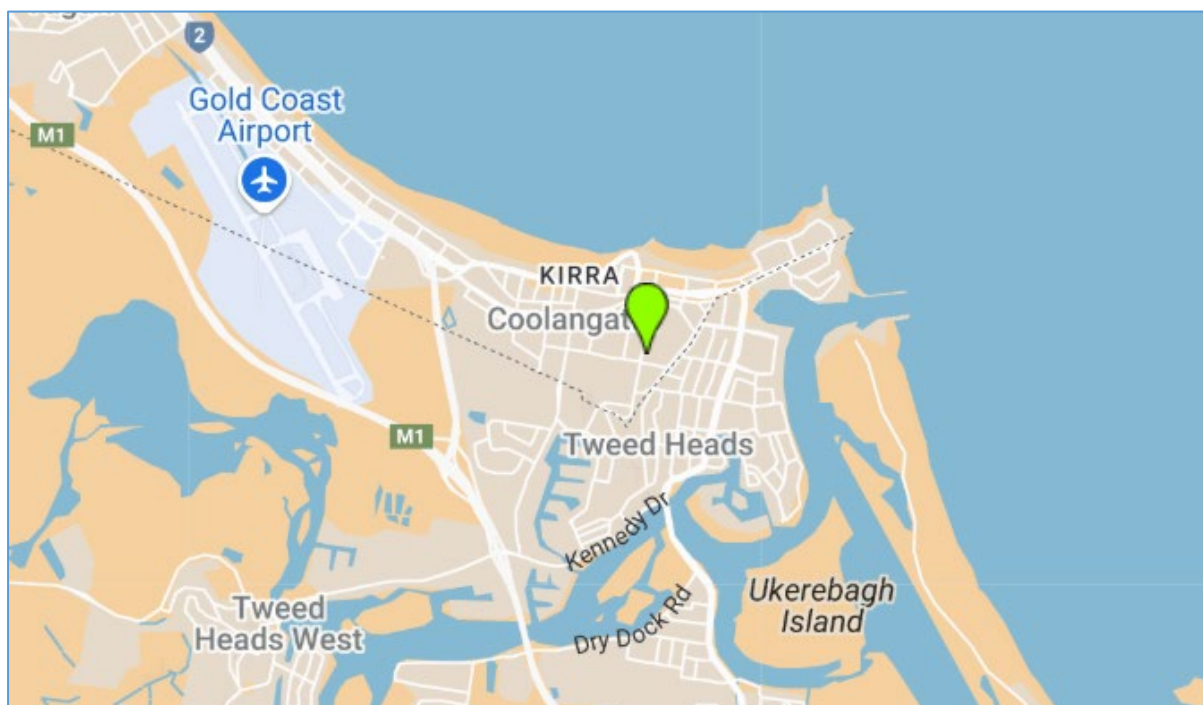


Figure 3.1: Site Location (Google Maps)



Figure 3.2: Aerial Photograph of Area (Queensland Globe)



Figure 3.3: Aerial Photograph of Site (Queensland Globe)



Figure 3.4: Photograph of Site

Please refer to **Appendix A – Site Analysis Plan** and **Appendix B – Site Photos** for further details.

3.1 Local Context

The site is located approximately 500 metres south of the Coolangatta centre within a residential area comprising a mix of single dwellings and low-to-midrise apartment buildings. The site benefits from a highly strategic and well-serviced location situated within walking distance of both Kirra and Coolangatta beaches, high-quality open space, coastal recreation areas, and an established network of pedestrian and cycle paths.

The site is well-connected to key transport infrastructure, including the Gold Coast Highway, local bus services, and is within close proximity to the Gold Coast Airport. These connections provide convenient local and regional access for residents, aligning with the City Plan's objectives for compact, accessible, and transit-supportive growth.

The broader area comprises a mix of established and emerging medium-to-high density residential developments, with ongoing investment contributing to the continued evolution of Coolangatta. The proposal supports the evolving urban character and contributes to housing diversity within an identified growth area.

A wide range of services and amenities are located nearby, including retail and commercial offerings in the Coolangatta and Kirra centres, as well as community infrastructure such as parks, schools, and medical services. The site's proximity to Goodwin Park and other public open spaces enhances access to recreational opportunities for future residents. A site context plan is provided below.



Figure 3.5: Site Context (Lightwave)

Immediate context is described as follows –

- **North:** To the north is a single dwelling house.
- **East:** Located east of the site is Goodwin Park.
- **South:** To the south of the site is a dwelling house.
- **West:** On the opposite side of Dutton Street is a 3-storey apartment complex.

Please refer to **Appendix A – Site Analysis Plan** for further details.

3.2 Frontage and Access

The site has a 14m frontage to Dutton Street with a narrow crossover and driveway adjacent the site's northern boundary. There is a pedestrian footpath and car parking space within the road verge in front of the site. Please refer to **Appendix B – Site Photos** for further details.

3.3 Topography

The site features a gradual fall from Dutton Street towards Goodwin Park.

3.4 Vegetation and Natural Features

The site includes vegetation including large trees surrounding the existing buildings. Please refer to the **Arborist Report** in **Section 4 – Specialist Reports** for further details.

3.5 Easements and Encumbrances

The site does not include any easements or encumbrances.

3.6 Civil Infrastructure

The site is connected to all relevant urban infrastructure including the stormwater network; the reticulated water network; and the reticulated sewer network; and telecommunications and power services. Of note, there is an existing stormwater main running adjacent to the site's northern boundary between Dutton Street and discharging into Goodwin Park. Another stormwater main is located just to the south of the southern boundary within 62 Dutton Street.

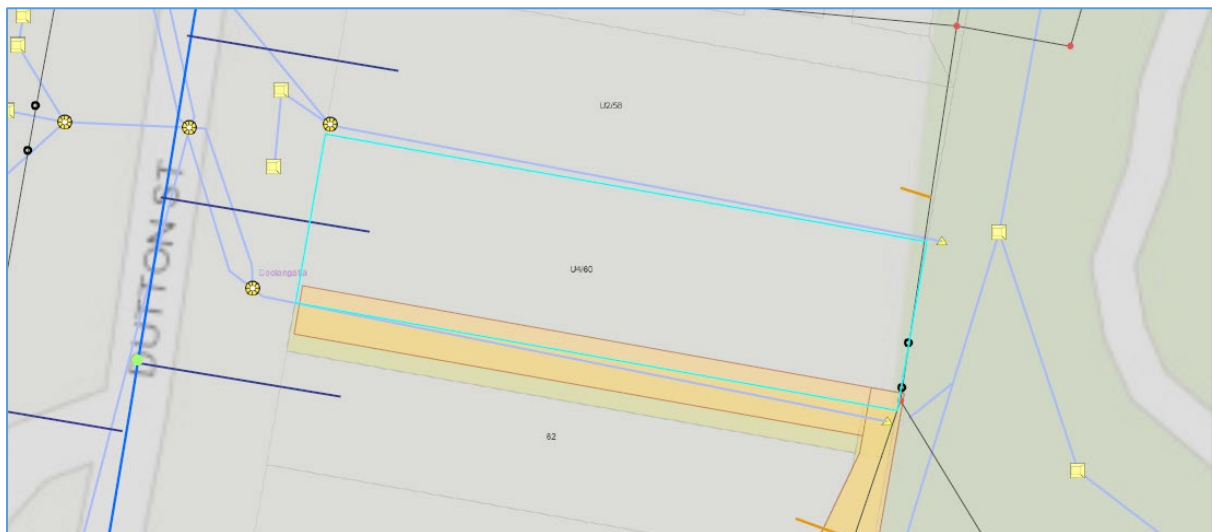


Figure 3.6: Council Infrastructure Assets Map (City of Gold Coast Council)

Please refer to **Appendix E – Council Infrastructure Assets Map** and the **Engineering Services Report** and **Stormwater Management Plan** contained in **Section 4 – Specialist Reports** for further details.

3.7 Approval History of the Site

A review of Council's PdOnline service did not identify any relevant approval over the site.

4 Proposed Development

The proposal involves the demolition of the existing buildings and removal of onsite vegetation to facilitate the construction of a nine-storey mid-rise residential building comprising nine (9) apartments, each with three to four bedrooms. The overall building height is 33.15 metres.

Level 1 (ground) includes a new vehicle crossover, three (3) visitor parking spaces, twenty (20) secure resident spaces (configured as one two-car stacker per apartment), a pedestrian entry to a dedicated foyer, standing room for a service vehicle, and provision for building services.

Landscaping is incorporated along the southern and eastern site boundaries, with direct access to Goodwin Park provided via a gate along the rear boundary. Streetscape enhancement is achieved through cascading landscaping from the balconies on Levels 3 and 2, softening the built form and integrating with the surrounding environment.

Level 2 contains two (2) 3-bedroom apartments, while Levels 3 through 9 accommodate one 4-bedroom apartment per level. Two (2) exclusive-use rooftop recreation areas are provided for the penthouse apartments.

Each apartment includes private balconies to the eastern and western elevations, offering views towards Dutton Street and Goodwin Park. Glass balustrades maintain visual permeability and encourage interaction with the surrounding streetscape.

An overview of the development is provided in **Table 4.1** with extracts of the proposal plans provided overleaf.

Table 4.1: Development Summary

Aspect	Details
Site Area	703m ²
Dwellings	9 dwellings (2 x 3-bedroom; and 7 x 4-bedroom)
Bedrooms	34 bedrooms
Building Height	33.15m (9 storeys plus rooftop recreation)
Gross Floor Area	2421.3m ²
Site Cover	Ground Floor: 70.95% Level 2: 62.31% Level 3: 55.40% Level 4-9: 51.57% Roof Terrace: 11.53%
Private Open Space	Typically 28m ² (both balconies for each level)
Waste Management	General waste: 3 x 360L wheelie bin Recycling waste: 2 x 360L wheelie bin
Car Parking	Resident spaces: 20 Visitor spaces: 3
Bicycle Parking	Resident spaces: 10 Visitor spaces: 1

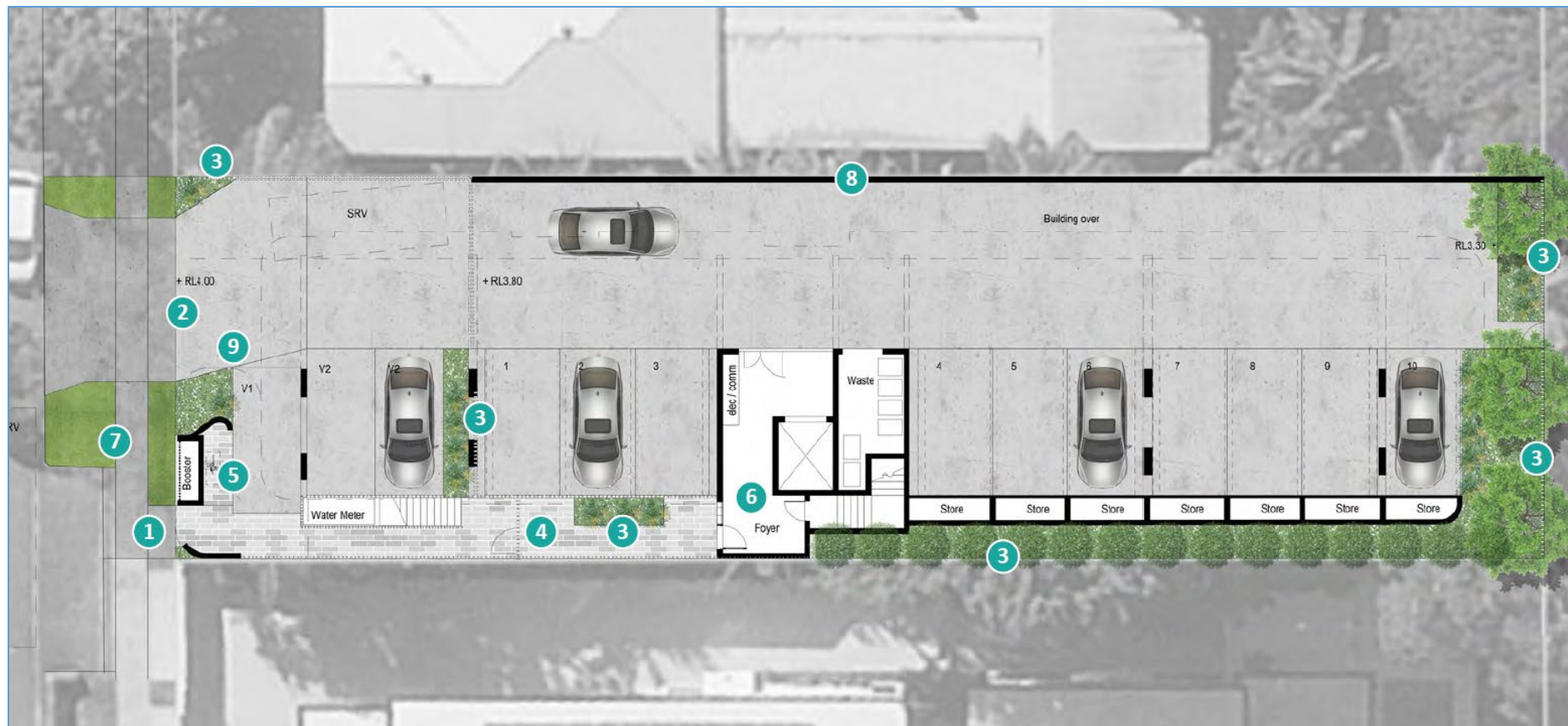


Figure 4.1: Proposed Site Plan (Shepherd)



Figure 4.2: Proposed Level 2 Plan (Shepherd)



Figure 4.3 Proposed Level 3-9 Plan (Shepherd)



Figure 4.4: Artist's Impressions (Lightwave)



Figure 4.5: Artist's Impression (Lightwave)

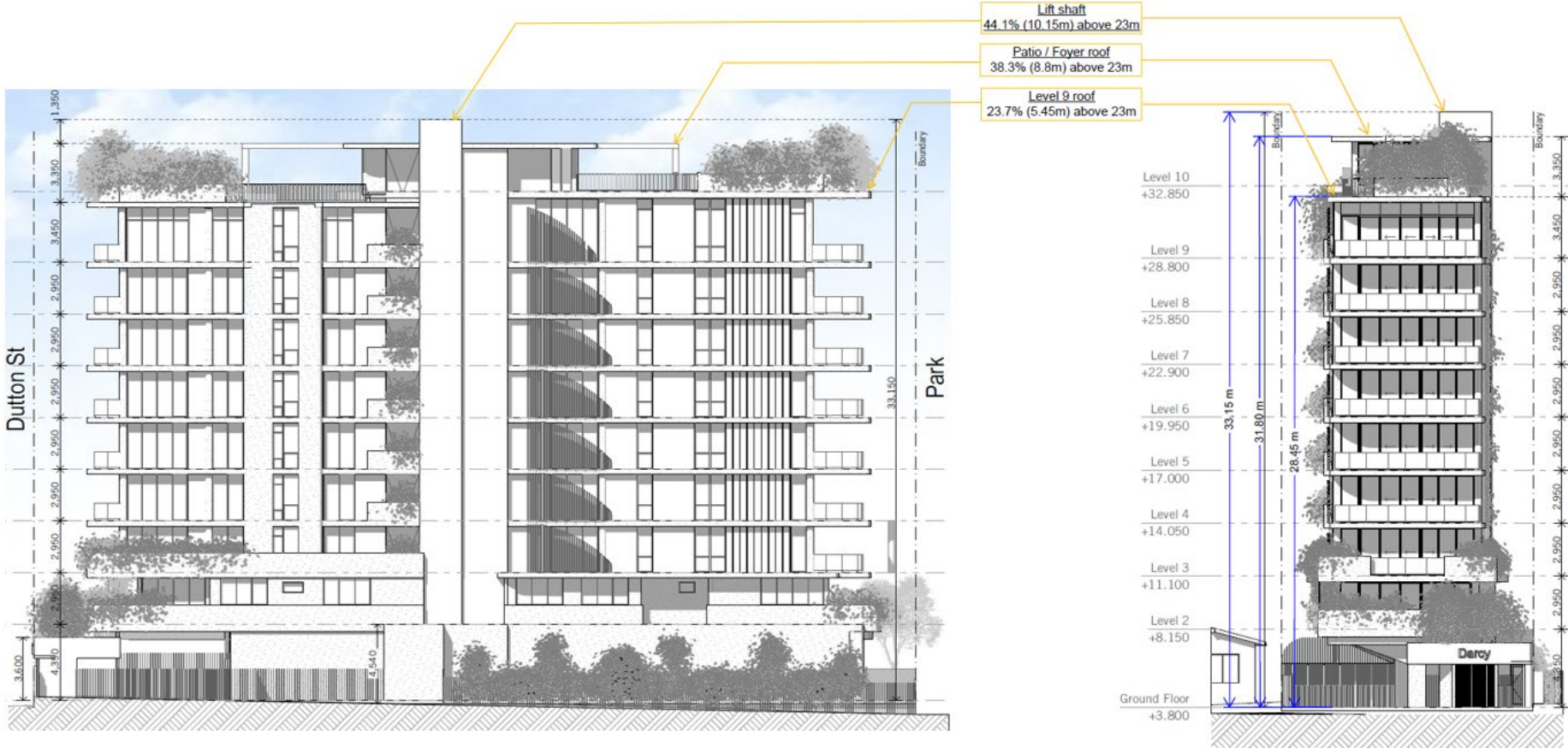


Figure 4.6: Height Analysis (Adapted from Lightwave)

4.1 Form

An overview of the built form of the development is provided below.

4.1.1 Building Height

The proposed development has an overall building height of 33.15m and comprises 9 storeys. The site has a Code assessable building height of 23m. While the proposed development exceeds the Code assessable height, it is located in an 'urban neighbourhood' and therefore a 50% uplift to the height is considered where it meets the criteria set out in Specific Outcome 3.3.2.1(9) of the Strategic Framework. On this basis, the City Plan anticipates buildings up to 34.5m in height inclusive of the 50% uplift provision. Accordingly, the proposed development, with an overall height of 33.15m, is consistent with the anticipated building height for the site.

As demonstrated in the height analysis in **Figure 4.6**, there are three (3) distinct heights which affect the perceived scale of the building. These are outlined below.

- Level 9 roof

28.45m total height; 23.7% (5.45m) above the 23m Code assessable building height.

This height is important as it is the highest visible part of the building as viewed from the street and therefore represents the 'perceived' height, being just 5m above the Code assessable height.

- Patio foyer roof

31.80m total height; 38.3% (8.8m) above the 23m Code assessable building height.

This height is important as it relates to the highest roofline and the largest portion of the overall building height. The solid part of the roof is minimised and centrally located to reduce visibility while the remaining parts of the roof are open patio structures which add to visual interest and functionality, while promoting an open skyline and permeable element.

- Lift shaft

33.15m total height; 44.1% (10.15m) above the 23m Code assessable building height.

This height is important as it represents the uppermost point of the building. The lift shaft has carefully been integrated into the building plate to maximise the setback from the side boundary.

In summary, while the proposed development exceeds the Code assessable building height of 23m, it remains comfortably within the strategic intent of the City Plan, which allows for building heights up to 50% above the Code assessable height (i.e. 34.5m in this case). The development's maximum height of 33.15m represents an uplift of 44.1%. The height analysis illustrates that the perceived height of the building—particularly when viewed from the street—has been carefully considered and moderated through design, with key elements such as the patio roof and lift overrun sensitively designed to reduce bulk and visual impact. Collectively, the building's design and scale demonstrate a well-resolved outcome that aligns with the intent of the City Plan and sets a high-quality precedence for the evolving character of the area.

Detailed assessment against Specific Outcome 3.3.2.1(9) of the Strategic Framework (the 'uplift provisions') is provided in **Section 7.2.1** of this report.

4.1.2 Site Cover

Site cover varies between levels as indicated below –

Table 4.2: Site Cover

Level	Site cover	
	Area	Percent
Ground Floor	500.34 m ²	70.95%
Level 2	439.38 m ²	62.31%
Level 3	390.68 m ²	55.40%
Level 4-9	363.67 m ²	51.57%
Roof Terrace	81.33 m ²	11.53%

The majority of the tower element (Levels 4-9) has an overall site cover of 51.57%, which is generally consistent with the intention for the Medium density residential zone. Higher site covers to the ground and lower levels are a result of the required building services, storage in front of carparks, and fire stairs, planters, etc. Notwithstanding, the planters proposed above these built form elements maintain a landscaped setting and balance the higher site cover.

Overall, the design balances the built form with integrated landscaping through planter boxes on all levels. Articulation is incorporated to reduce the perceived bulk of the building, creating a positive interface with the streetscape and adjoining properties. The proposal delivers a high-quality built form with appropriate setbacks, variation in materials, and well-integrated landscaping, all of which combine to reduce visual bulk and enhance the overall streetscape character.

4.1.3 Setbacks

Due the stormwater easement along the northern side boundary, the building is cantilevered with the supporting structures on the ground level located nearer to the southern side, while the tower element above is generally centrally positioned. The proposed setbacks are shown in **Table 4.3** below and discussed overleaf.

Table 4.3: Setbacks

	Ground Floor	Level 2	Level 3	Levels 4 - 9	Roof
Front	0m to booster 4.66m to pillars 10.86m to roller door	3m to balcony planter 5.9m to wall	3m to balcony 5m to wall	3m to balcony 5m to wall	3m to slab projection
Rear	3m to wall	2m to balcony 5m to wall	2.55m to balcony 6m to wall	2.55m to balcony 5.9m to wall	2.55m to slab projection
Side (North)	6.3m to foyer wall	2m to wall 2.55m to planter	1.4m / 2m to feature awning 2.36m to planter 3m to wall	2.36m to planter 2.7m to slab projection 3m to wall	2.55m to slab projection 2.8m to roof edge 3.99m to wall
Side (South)	0m to 3.4m long foyer wall 0.9m to fire stairs 1.2m to water metre and wall	2m to wall 2.55m to planter	1.4m / 2m to feature awnings 2.32m to lift 2.4m bathroom wall 2.57m to stairs 3m to wall	2.32m to lift 2.4m to bathroom wall 2.57m to stairs 2.7m to slab projection 3m to wall	2.4m - 2.7m to slab projection 2.32m to lift 2.57m to stairs 3.8m to wall

Front setback

With the exception of the fire booster, which must be located on the front boundary, the minimum setback on the ground floor is 4.66m to the building supporting pillars. Levels 2 to 9 are set back 3m to the balconies. Level 2 has a 5.9m setback to the wall, and Levels 3 to 9 have a 5m setback to the wall. The slab projection on the roof level aligns with the 3m setbacks directly below. The building cap is well setback and not visible from the street. Cascading landscaping is incorporated into the balconies on Levels 3 and 2 integrating in to landscaping above the fire booster and at ground level. Planters are also integrated into the roof level to balance the built form.

Rear setback

At ground level, a rear setback of 3m to the end of the building wall is proposed, while a 2m setback to the balcony and 5m to the wall on Level 2 is proposed. On Levels 3 to 9, the balconies are setback 2.55m and the walls are setback 5.9m to 6m. The rooftop slab projection is setback 2.55m. Landscaping is incorporated along the rear boundary at ground level, with landscaping provided through planter boxes on the Level 2 balcony and on the rooftop.

Side (North)

The proposal provides northern side setbacks of 6.3m to the ground level foyer in the building undercroft. On Level 2, setbacks range from 2m to 2.55m. On Level 3, setbacks of 1.4m to 2m are proposed to the slab projection which is an architectural feature acting as an awning to the level below and creating shadowing and differentiation in the form of the lower portion of the building. Levels 4 to 9 have side setbacks ranging from 2.36m to planters, 2.7m to slab projections, and 3m to the walls. At the roof level, the setbacks are 2.55m to the slab projection, 2.8m to the roof edge and 3.99m to the foyer wall. Landscaping is provided through planter boxes on Levels 2 to 9.

Side (South)

On the ground level, a 3.4m long foyer wall is located on the boundary, while setbacks to the water metre, stairs, and car park wall vary from 0.9m to 1.2m.

For Level 2, setbacks are 2m to the wall and 2.55m to the planter. Level 3 setbacks are 1.4m to 2m to the feature awning, 2.32m to the lift, and 2.57m to the stairs, and 3m to the wall. Levels 4 to 9 setbacks are generally consistent with Level 3. At the roof level, setbacks range from 2.4m to 2.7m to the slab projection, 2.32m and 2.57m to the lift and stairs respectively, and 3.8m to the wall. Landscaping is incorporated adjacent to car parking at ground level, with a planter along the living room of Unit A on Level 2, and planter boxes beside the lift from Levels 3 to 9.

Importantly, generally all walls to the tower form are setback 3m from the side boundaries with variations for the purpose of articulation by way of slab projections and planters which both add shadowing and visual interest. 3m setbacks to the glass balustrades of the balconies addressing the front boundary create a sense of openness and engagement with the street, while the 3m setbacks to the rear balconies create engagement and passive surveillance over Goodwin Park. Overall, the design inclusive of the setbacks contributes to the character of the area through a high-quality design and high level of articulation and visual interest.

4.1.4 Vegetation Removal

To facilitate the development, the removal of all on-site vegetation is proposed.

An extract of the **Tree Removal Plans (Section 3 – Plans)** is provided below. Of note, much of the identified vegetation is located within 1.5m of the boundary (shown in blue) or 3m of the existing buildings (shown in red) and is therefore 'exempt' vegetation. Of note, Tree '3' (shown below) is a multi-trunk tree which has been confirmed to be located within the boundary of the property (not in Goodwin Park). At the time of writing, it is understood that removal of exempt vegetation has occurred.

As shown, six (6) assessable trees (or groups of trees) are located outside of the 'exempt' areas and therefore approval for their removal is required. Details of these trees are provided in the accompanying **Arborist Report (Section 4 – Specialist Reports)** – extract overleaf.



Figure 4.7: Tree Identification Plan (TPZ Project Arborists)

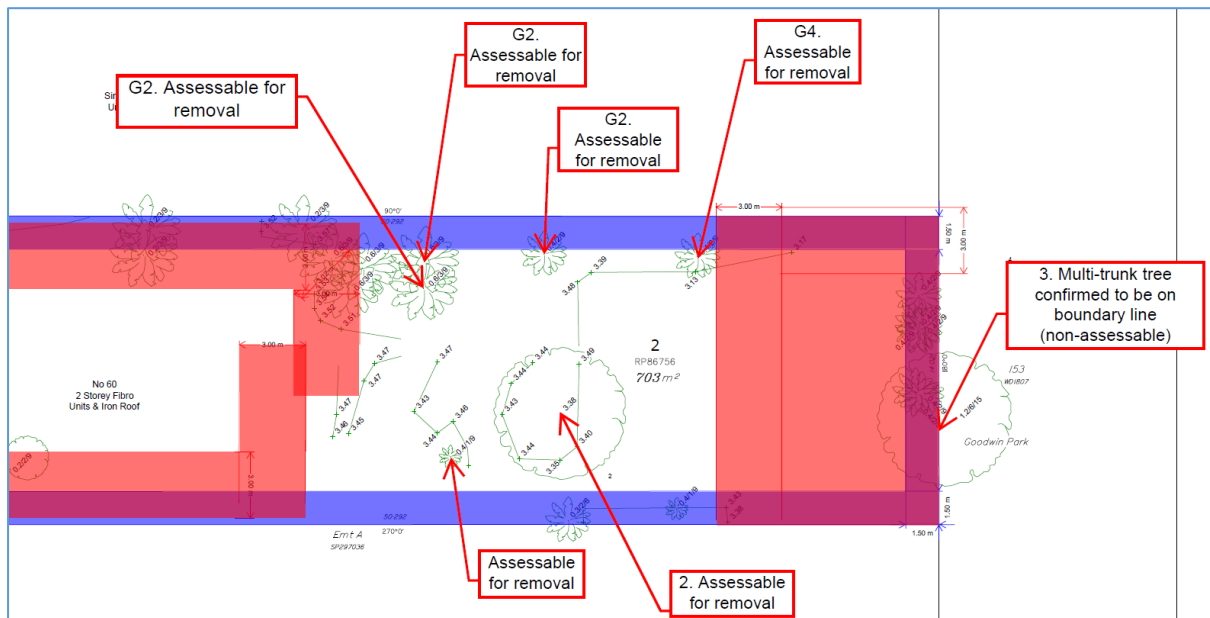


Figure 4.8: Extract of Tree Removal Plan

Tree No.	Species	DBH (mm)	Height (m)	TPZ radius (m)	Vitality	Structure	Notes	Proposed
1	<i>Candlenut - Aleurites moluccanus</i>	400	15	N/A	Good	Average	<500mm from front boundary fence. <i>As of right removal.</i>	Remove
G1	<i>Mixed sp. Palms x 14</i>	200-300	14	N/A	Average	Average	Coco's, Fishtail, Alexander Palms, Golden Canes. All trees in close proximity to existing house and/or boundary fence. <i>As of right removal.</i>	Remove
G2	<i>Mixed sp. Palms x 20</i>	300	16	N/A	Average	Average	Predominantly Alexander Palms with some Golden Cane	Remove
2	<i>Ficus sp.</i>	900	28	N/A	Good	Average	Codominant from approx. 2m with included bark noted at the main union. There is a large wound adjacent to the union (site of an old stem removal) where there is some active decay. The remainder of the tree has been well pruned in the past. The surrounding hard surfaces (driveway, parking etc) have been severely impacted by tree root growth.	Remove
3	<i>Ficus sp.</i>	1000	25	N/A	Poor	Average	The canopy of this tree is very sparse for the species. The tree has been over-pruned in the past (although the pruning cuts are of good quality). There is some significant active decay in the main stem. The tree appears to be on the property boundary and if so, is <i>as of right removal.</i>	Remove
G3	<i>Alexander Palms - Archontophoenix alexandrae X 6</i>	300 x 6	15	N/A	Average	Average	These trees are situated on the property boundary. <i>As of right removal.</i>	Remove
G4	<i>Mixed sp.</i>	250	12	N/A	Average	Average	Crepe Myrtle, Fishtail Palm, Cabbage Palm, Golden Cane. <i>As of right removal.</i>	Remove
4	<i>Cheese Tree & Cocos Palm</i>	250	14	N/A	Average	Average	<i>As of right removal.</i>	Remove

Figure 4.9: Identified Trees (TPZ Project Arborists)

4.1.5 Landscaping

Landscaping is proposed at ground level and integrated throughout the upper levels of the building. At ground level, planting is provided at the front of the site, adjacent to the booster, driveway, and car parking area, as well as along part of the southern boundary and at the rear of the site. On Level 2, planters are incorporated into the balconies, with an additional planter located to the foyer entry. The front planters contribute significantly to the landscaped character of the area through a feature tree and cascading plants integrating to the ground level gardens. From Levels 3 to 9, planters are provided within the lobbies, adjacent to the lift, and near the dining areas. Overall, the proposed landscaping will soften the built form and enhance visual amenity. Extracts of the Statement of Landscape Intent (**Section 4 – Specialist Reports**) is provided overleaf.

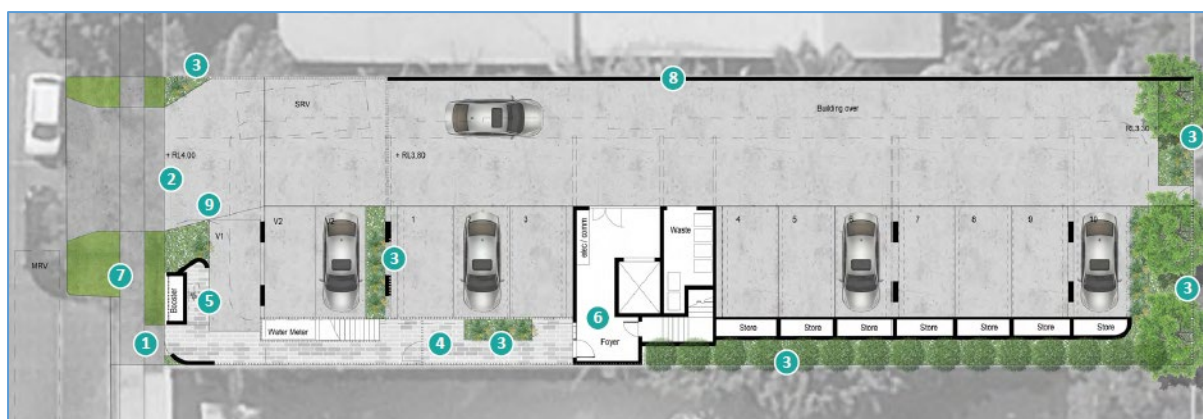


Figure 4.10 Proposed Landscape Concept Plan - Ground Floor (Shepherd)

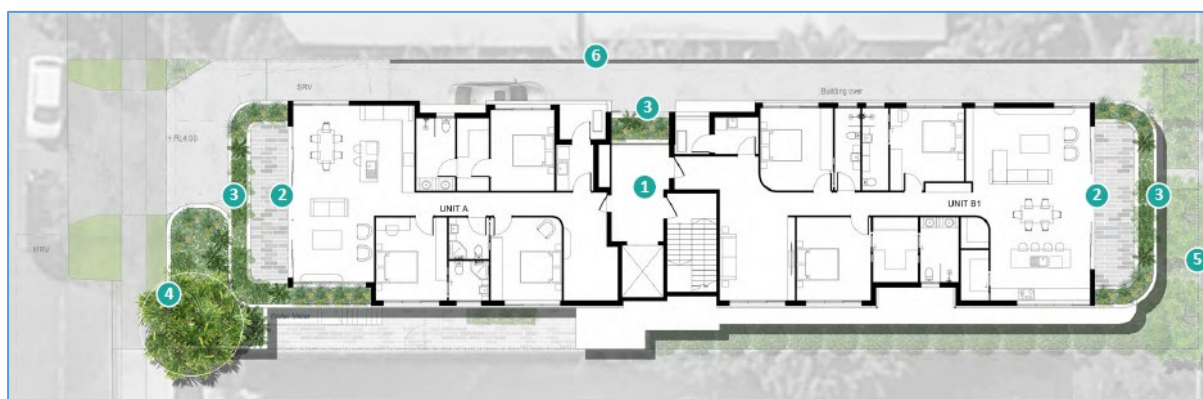


Figure 4.11: Proposed Landscape Concept Plan - Level 2 (Shepherd)

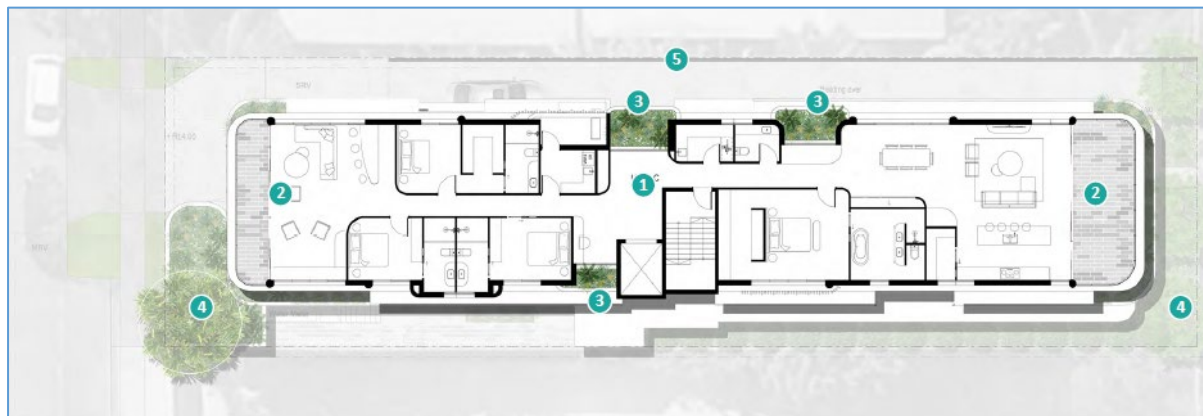


Figure 4.12: Proposed Landscape Concept Plan - Level 3-9 (Shepherd)

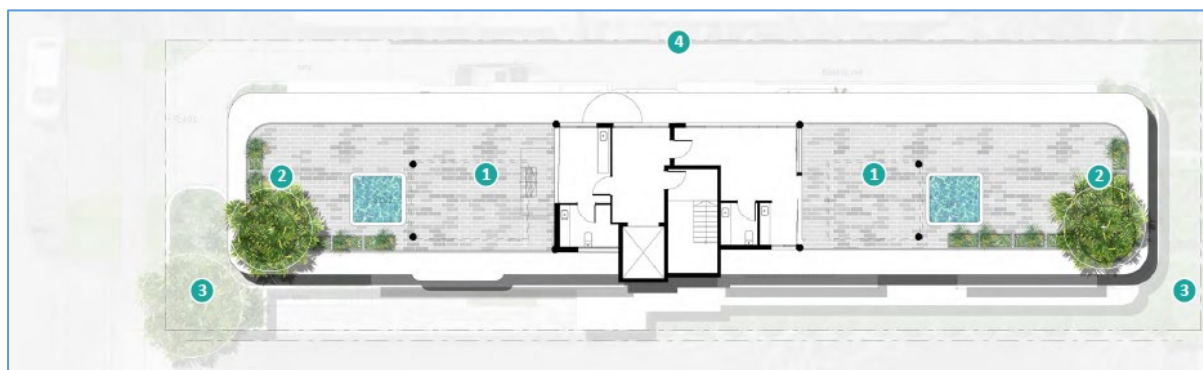


Figure 4.13: Proposed Landscape Concept Plan - Roof Level (Shepherd)

4.2 Function

An overview of the function and operation of the development is provided below.

4.2.1 Residential Density

The proposed development comprises a total of nine (9) dwellings, including two (2) 3-bedroom apartments and seven (7) 4-bedroom apartments, yielding a total of 34 bedrooms. Based on the site area of 703m², the resulting residential density is 1 bed per 20.7m².

While this exceeds the prescribed density of 1 bed per 50m² under the City Plan, the density is supported by the site's proximity to a major centre which provides a range of services, retail and commercial uses and within walking distance to parks, beachfront, surf clubs and the main street of Coolangatta. It is also well-serviced by existing infrastructure provision and transport opportunities.

4.2.2 Private Open Space

The units on Level 2 include one (1) balcony each—one facing the street and the other facing the Goodwin Park. Each unit on Levels 3 to 9 is provided with two (2) balconies, with one facing the street and the other facing Goodwin Park. The balconies are all accessible from each unit's primary living spaces overlooking the street or the park at the rear and are suitably sized for outdoor leisure purposes including dining.

4.2.3 Privacy

Since the balconies are located at the front and rear of the building, they overlook the street and the park they do not directly overlook the neighbouring properties. Views from the lower levels toward adjacent properties are limited by the low rooflines of the adjoining dwellings, while views from the upper levels are restricted due to the steep viewing angle and the lower height of surrounding roofs.

4.2.4 Access

The proposed development incorporates separate pedestrian and vehicular access points. Pedestrian access is located at the southwest corner of the site, providing a direct and convenient connection to the building foyer. Vehicular access is located at the northwest corner of the site.

Please refer to the **Transport and Traffic Assessment** contained in **Section 4 – Specialist Reports**.

4.2.5 Car Parking

Car parking is to be provided on the ground level of the building. The following table identifies the applicable car parking rates as specified by AO1 of the *Transport Code*, and the proposed car parking:

Table 4.4: Car Parking Provisions

Land Use	Component	No. of Units	Rate	To comply with AO1	Provision
Multiple dwelling (9 units)	Resident	2	1.5 spaces per 3-bedroom unit or dwelling	3	20 spaces (via ten car stacker systems)
	Resident	7	2 spaces per 4-bedroom unit or dwelling	14	
	Visitor	9	where 7 to 9 dwellings, 3 spaces for visitor parking	3	3 spaces
TOTAL				20 spaces	23 spaces

As shown above the provision of **23 car spaces** complies with AO1 of the *Transport Code*. Please refer to **Section 8** of this assessment report, or **Appendix G – Code Responses** for the required assessment, and also the **Transport and Traffic Assessment** contained in **Section 4 – Specialist Reports**.

4.2.6 Bicycle Parking

Resident bicycle parking is to be provided within each unit, while a single visitor space is provided adjacent the fire booster. The following table identifies the applicable bicycle parking rates as specified by AO10.1 of the *Transport Code*, and the proposed bicycle parking:

Table 4.5: Bicycle Parking Provisions

Land Use	Quantity	Rate	To comply with AO1	Provision
Multiple dwelling (9 units)	Resident	1 per dwelling	9 spaces	9 spaces
	Visitor	1 per 12 dwellings, to a maximum of 20 spaces	1 space	1 space
TOTAL			10 spaces	10 spaces

As shown above the provision of **9 resident bicycle spaces** and **1 visitor space** complies with AO10.1 of the *Transport Code*. Please refer to **Section 8** of this assessment report, or **Appendix G – Code Responses** for the required assessment, and the **Transport and Traffic Assessment** contained in **Section 4 – Specialist Reports**.

4.2.7 Waste Storage

Pursuant to Appendix A of *City Plan Policy SC6.13 – Solid Waste Management*, waste and recycling provisions are shown in **Table 4.6** below.

Table 4.6: Waste and Recycling Provisions

	Waste Bin Provision	Pick-up Frequency	Total Waste Provision
Waste	3 x 360L wheelie bin	Once per week	3 x 360L x 1 collection per week = 1,080L / week
Recycling	2 x 360L wheelie bin	Once per week	2 x 360L x 1 collection per week = 720L / week

A minimum of three (3) **360L** waste bins and two (2) **360L** recycling bins will be provided. The bins will be stored in a waste storage room on the ground floor adjacent to the car parking area (refer to **Section 3 – Plans**, extract below, and also the **Waste Management Plan** contained in **Section 4 – Specialist Reports**).

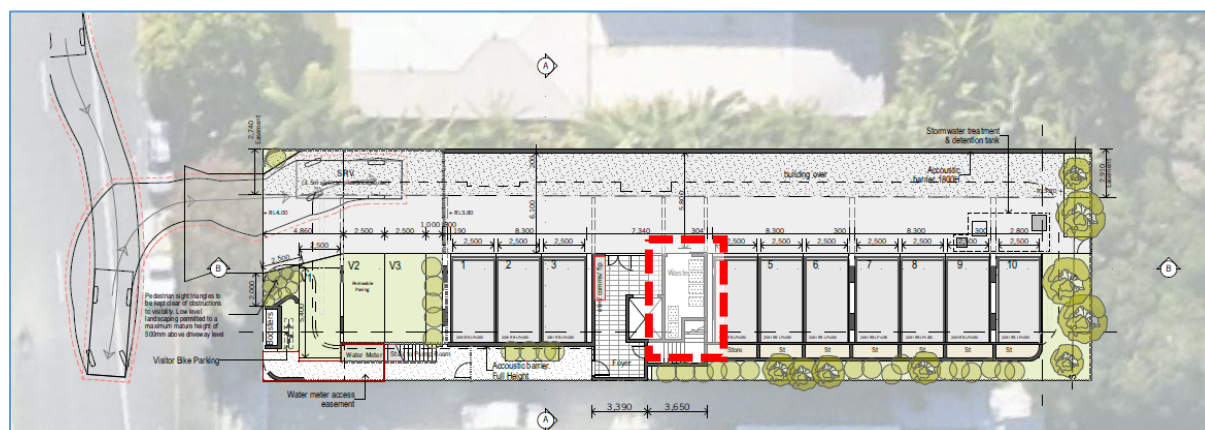


Figure 4.14: Proposal Plans Showing Waste Area (adapted from Lightwave)

4.2.8 Servicing

Waste Servicing

Refuse collection will be carried out kerbside on Dutton Street by a side-loading refuse collection vehicle (RCV). Please refer to the **Waste Management Plan** contained in **Section 4 – Specialist Reports**.

Deliveries & Removalists

Standing area for a SRV is provided in the driveway and does not inhibit access to and from the resident car parking area. Given the site constraints, impact on design, and infrequent requirement for MRV access, on-site provisions are not proposed, however there is sufficient area for parking on the street when required.

Please refer to the **Transport and Traffic Assessment** contained in **Section 4 – Specialist Reports** for further details including swept paths.

4.2.9 Acoustics

The project acoustic consultant, Acoustic Works, has prepared an **Acoustic Report** for the development (refer to **Section 4 – Specialists Reports**). The report generally concludes the following –

Recommendations

Acoustic barriers are recommended to be constructed on ground level as shown in Figure 3. The barrier to the north of the site is recommended to be built to a height of 1.8 metres above the finished carpark level. The barrier to the south of the site is recommended to be constructed to the underside of soffit above.

The acoustic barriers shall be constructed using materials that achieve a minimum surface density of at least 11kg/m². Suitable materials may include lapped 19mm thick pine palings with 40% overlap, 9mm fibre cement sheet, masonry, aerated concrete, 6.38mm laminate glass or other materials which satisfy the minimum surface density requirement. The barriers shall be free of gaps and holes.

Conclusion

An environmental noise assessment was conducted for the proposed residential development to be located at 60 Dutton Street, Coolangatta. Based on the predicted noise levels and subjective assessment of the site and surrounds for all time periods, compliance is predicted with City of Gold Coast assessment criteria.

4.2.10 Engineering Services

The project engineering consultant, Michael Bale & Associates, has prepared an **Engineering Services Report (ESR)** for the development (refer to **Section 4 – Specialist Reports**). The report generally concludes the following –

There are no apparent significant constraints on the execution of earthworks, sediment and erosion control, provision of vehicular access, or the drainage of stormwater from the site.

A summary of the proposed water and sewer connection strategy has been presented for Council's consideration. It has been assumed that surrounding infrastructure has sufficient capacity to service the proposed development.

This report demonstrates that the proposed development can be suitably serviced with all engineering services described and supports the type and scale and development that is proposed.

4.2.11 Stormwater Management

The project engineering consultant, Michael Bale & Associates, has prepared a **Stormwater Management Plan** for the development (refer to **Section 4 – Specialist Reports**).

This report describes the design process for specifications of the following key infrastructure elements that will ensure the management of stormwater to achieve necessary standards.

- *Stormwater detention for the proposed development,*
 - *The construction of a 7.0m² stormwater detention tank (refer to Section 5 of this report for outlet arrangements).*
- *Stormwater quality treatment for the proposed development,*

- *The installation of a two (2) half height Atlan filters to be located within a 2.0m² treatment chamber to treat flows generated from the proposed development site.*
- *The installation of one (1) Atlan Stormsack pit insert to be located within a pit upstream of the treatment tank to treat flows generated from the proposed development site.*

This report has addressed the management of stormwater quantity and demonstrated that no additional works are required to ensure that the proposed development complies with all necessary state and local government policies.

It is the opinion of this report that the proposed stormwater quantity management systems are suitable for a development of this scale and potential impacts.

4.3 Plans for Approval

Development plans for approval are referenced in **Table 4.7**:

Table 4.7: Plan Details

Sheet No.	Title	Date	Prepared by
DA10.01.1	Site Plan	20/5/2025	Lightwave Architectural
DA10.01.2	Level 2 Site Plan	20/5/2025	Lightwave Architectural
DA10.01.3	Levels 3 Site Plan	20/5/2025	Lightwave Architectural
DA10.01.4	Levels 4-9 Site Plan	20/5/2025	Lightwave Architectural
DA10.02	Level 1 Part 1	20/5/2025	Lightwave Architectural
DA10.03	Level 1 Part 2	20/5/2025	Lightwave Architectural
DA10.04	Levels 3 Part 1	20/5/2025	Lightwave Architectural
DA10.05	Levels 3 Part 2	20/5/2025	Lightwave Architectural
DA10.06	Levels 4-9 Part 1	20/5/2025	Lightwave Architectural
DA10.07	Levels 4-9 Part 2	20/5/2025	Lightwave Architectural
DA10.08	Roof Plan	20/5/2025	Lightwave Architectural
DA20.01	West Elevation	20/5/2025	Lightwave Architectural
DA20.02	North Elevation	20/5/2025	Lightwave Architectural
DA20.03	East Elevation	20/5/2025	Lightwave Architectural
DA20.04	South Elevation	20/5/2025	Lightwave Architectural
DA20.10	Colour Palette	20/5/2025	Lightwave Architectural
DA20.11	Colour Palette	20/5/2025	Lightwave Architectural
DA30.01	Section A	20/5/2025	Lightwave Architectural
DA30.02	Section B	20/5/2025	Lightwave Architectural
-	Vegetation Removal Plan	05-02-2025	-

Plans are provided in **Section 3 – Plans** of this application.

4.4 Specialist Assessment

Various specialist assessments were undertaken as a part of this application as identified in **Table 4.8**:

Table 4.8: Plan Details

Title	Issue	Date	Prepared by
Traffic and Transport Assessment	A	21 May 2025	Geleon
Waste Management Plan	A	21 May 2025	Geleon
Statement of Landscape Intent	C	2025-05-07	Shepherd Urban Landscape Architecture
Acoustic Report	R01B	21/05/25	Acoustic Works
Engineering Services Report	02	20/05/25	Michael Bale and Associates
Stormwater Management Plan	02	20/05/25	Michael Bale and Associates

Each of the assessments are contained within **Section 4 – Specialist Reports** of this application.

5 Assessment of the State Planning Framework

5.1 Introduction

This Development Application is made pursuant to Section 50 the *Planning Act 2016* (**'the Act'**). The purpose of the *Act*, as outlined in Section 3, is to '*establish an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning, development assessment and related matters that facilitates the achievement of ecological sustainability*'.

The *Planning Regulation 2017* (**'the Regulation'**) supports the principal planning legislation by outlining the mechanics for the operation of the *Act*. Relevant matters of the *Regulation* as they relate to the Development Application are outlined in the following parts.

5.2 Type of Development

This application seeks a Development Permit for a Material Change of Use and a Development Permit for Operational Works that are deemed to be assessable development by the planning scheme, being the *City Plan, version 11* (**'the City Plan'**).

5.3 Assessment Manager

Pursuant to Schedule 8 of the *Regulation*, the assessment manager is taken to be the Local Government, being City of Gold Coast Council.

5.4 Level of Assessment

The *City Plan* states that the development requires **Impact assessment**. Impact assessment is to be undertaken in accordance with Section 45(5) of the *Act*.

5.5 Assessment Benchmarks

When considering an application that is subject to Impact assessment, the Assessment Manager must assess the Development Application against the assessment benchmarks (stated in Section 30 of the *Regulation*) and having regard to any matters prescribed by the *Regulation*, as per Section 45 (5) of the *Act*. The Assessment Manager may have regard to any other relevant matters, such as planning need, or the current relevance of the assessment benchmarks in the light of changed circumstances.

In addition, the Assessment Manager must have regard to any development approval for, and any lawful use of, the premises or adjacent premises, any Referral Agency response for the Development Application, and the purposes of any regulation or planning instrument containing an applicable code.

5.6 Development Assessment Process

The *Development Assessment Rules* (the **'DA Rules'**) set out the development assessment process that must be followed for the lodgement and assessment of a Development Application. The *DA Rules* identify the stages that apply to a Development Application, as well as the general requirements of each stage, and when each stage commences and ends. It also outlines the requirements for public notification (for Impact Assessable applications only) as well as various other provisions relating to the

assessment process. Version 2.0 of the *DA Rules* currently applies and will be used to inform the process that applies to this Development Application.

5.7 Public Notification

Section 53 (4) (b) (iii) of the *Act* outlines a notification period of **15 business days** for an Impact assessable Development Application.

5.8 State Planning Instruments

State Planning Instruments under the *Act* include:

- State Planning Policy; and
- Regional Plans.

The State Planning Instruments which are relevant to the development are discussed below.

5.8.1 State Planning Policy

The State Planning Policy ('**the SPP**', updated July 2017) outlines matters of interest to the State Government and provide a mechanism to ensure that such interests are adequately considered as part of the development assessment process.

In general terms, the SPP is intended to provide '*...efficiency, consistency and certainty in Queensland's land use planning and development system*' by addressing 17 relevant State interests arranged under 5 themes as follows:

- Liveable communities and Housing;
- Economic Growth;
- Environment and Heritage;
- Safety and Resilience to Hazards; and
- Infrastructure.

There are various development assessment provisions contained within the SPP, which may be given regard to during the assessment of Development Applications. To assist in determining the relevance of the assessment provisions, the SPP includes supporting overlay maps. The site is identified in various SPP overlay maps as shown in **Figure 5.1**.

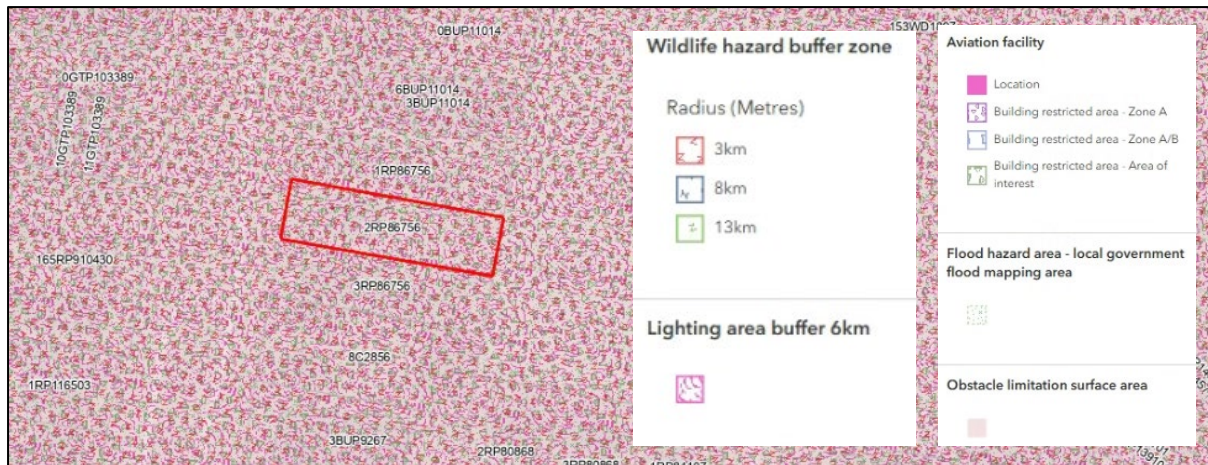


Figure 5.1: SPP Overlays

Local governments are required to amend or replace their respective planning schemes to ensure they are consistent with the SPP. Until such implementation practically occurs however, development assessment requirements contained within the SPP may be given regard during the assessment of any planning proposals.

Part 2, Section 2.1 of *City Plan* identifies that all aspects of the SPP are appropriately integrated except for Natural hazards, risk and resilience (coastal hazards), Biodiversity – Policy (2), and Water quality – Policies (4) and (5).

The site is not affected by the identified SPP overlay maps and therefore further assessment is not necessary.

5.8.2 Regional Plans

ShapingSEQ 2023 ('the Regional Plan') applies to the Gold Coast local government area.

The Regional Plan adopts a regional land use pattern to define the spatial framework for the region to achieve desired environmental outcomes. It identifies:

- Regional land use categories;
- Land that can accommodate urban development in the future;
- Land that is protected from further urban development; and
- Sub regional narratives.

The Regional Plan allocates all land into one of three regional land use categories, being:

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

The subject site is located within the **Urban Footprint**. The intent of the Urban Footprint land use category is to identify land suitable for the region's future urban development needs. The proposed use is an 'urban use', considered appropriate within the Urban Footprint.

5.9 State Assessment and Referral Agency

5.9.1 Introduction

The State Assessment and Referral Agency seeks to deliver a coordinated, whole-of-government approach to the state's assessment of Development Applications. The State Development Assessment Provisions ('**SDAP**') are a statutory instrument made under the *Act* which sets out matters of interest of the state for development assessment, where the chief executive of administering the *Act* is the assessment manager or a referral agency. Importantly, the SDAP outlines the criteria for assessment in relation to state matters.

5.9.2 Assessment of Referral Triggers

A review of the **State DA Overlays** (Figure 5.2 and **Appendix D**) identified that the site is contained within the following overlays:

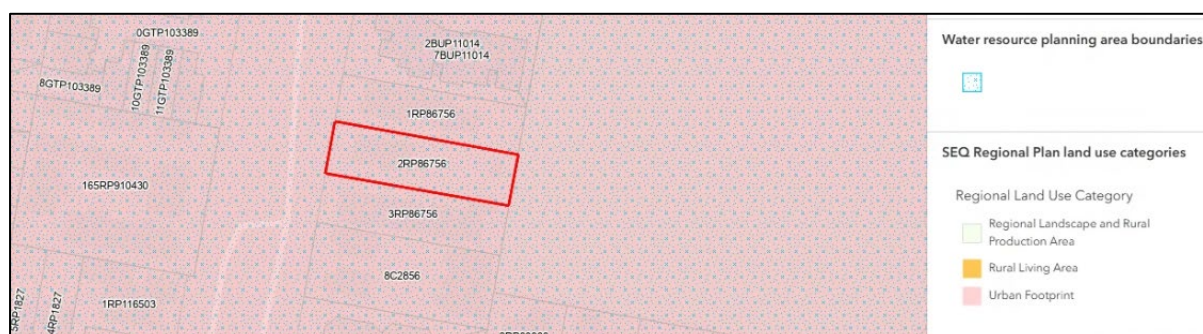


Figure 5.2: Extract of State DA Overlay Maps (Qld Gov)

A review of the relevant referral triggers identified that the development does not trigger referral to the State and as such, assessment against the SDAPs is not required.

5.10 Summary

Overall, the assessment of the state planning framework has confirmed the following:

- The application is for a Development Permit for a Material Change of Use and a Development Permit for Operational Works;
- The application is subject to Impact assessment;
- Public notification is required;
- The assessment manager is City of Gold Coast Council;
- The proposal must be assessed against the assessment benchmarks being the *City Plan* (including the strategic framework), and historical development approvals for, and adjacent to the subject site;
- The Assessment Manager may give regard to the applicable sections of the SPP;
- The site is within the Urban Footprint pursuant to the Regional Plan; and
- The application does not require referral.

6 Assessment of the Local Planning Framework

Local planning instruments under the *Act* include:

- Planning Schemes; or
- a TLPI; or
- Planning Scheme Policies.

An assessment against the relevant local planning instruments is provided in the sections below.

6.1 Planning Scheme Attributes

As specified earlier, this Development Application is made assessable development under the *Act* and will be assessed against the provisions of the relevant planning scheme for the City of Gold Coast Local Government Area, being the *City Plan*.

6.1.1 Use Definition

A **Multiple dwelling** is defined within *Schedule 1* of the *City Plan* as follows:

‘A residential use of premises involving three or more dwellings, whether attached or detached, for separate households.’

6.1.2 Site Zoning

Pursuant to the *City Plan*, the site is located within the **Medium density residential zone**, as shown below and in **Appendix C – City Plan Property Report**.

Table 6.1: *City Plan Zone Map*

Zone Map	Details
	Designation: Medium density residential zone

6.1.3 Overlay Maps

The site is identified within various City Plan Overlay Maps as identified in **Table 6.2** below and in the **Appendix C – City Plan Property Report**.

Table 6.2: City Plan Overlay Mapping

Overlay	Designation
Acid sulfate soils overlay	- Land at or below 5m AHD - Land at or below 20m AHD
Airport environs overlay	- Airport infrastructure - Lighting area buffer zones - Obstacle Limitation Surface (OLS) - PANS-OPS contour - Wildlife hazard buffer zones
Dwelling house overlay	Dwelling house overlay area
Environmental significance- wetlands and waterways overlay	Waterway 30m buffer area

The relevance of the overlays is discussed in detail in **Section 8 (Assessment of Relevant Codes)** of this report.

6.1.4 Level of Assessment (MCU)

Pursuant to *Table 5.5.2 Material change of use – Medium density residential zone* of the *City Plan*, a Multiple dwelling is identified as Code assessable. However, as the development exceeds the Code assessable building height for the site the proposal requires Impact assessment.

None of the overlays change the level of assessment.

Based on the above, the MCU aspect of the development is subject to **Impact assessment**.

6.1.5 Level of Assessment (OPW)

Pursuant to *Table 5.8.4: Operational work – Vegetation clearing* of the *City Plan*, vegetation clearing that results in damage to assessable vegetation where not identified as a required outcome in Part A of the *Vegetation management code* is Code assessable.

None of the overlays change the level of assessment.

Based on the above, the OPW aspect of the development is subject to **Code assessment**.

7 Strategic Framework

The Strategic Framework sets the overall intent and policy direction for the *City Plan*. It includes the following:

- a) *a strategic intent;*
- b) *six city shaping themes;*
- c) *strategic outcomes for each theme;*
- d) *elements for each theme; and*
- e) *specific outcomes for each element.*

The *City Plan* includes strategic mapping to provide a spatial element to the strategic framework to assist in determining the relevance of the themes and elements. The relevance of the mapping to the subject site is shown below:

Table 7.1: Strategic Framework Maps and Designations

Strategic Framework Map	Designation
SF Map 1 – Designated urban area	Urban area
SF Map 2 – Settlement pattern	Urban neighbourhoods
SF Map 3 – Light rail urban renewal area	Not identified
SF Map 4 – Greenspace network	Not identified
SF Map 5 – Focus areas for economic activity	Not identified
SF Map 6 – Integrated transport	Not identified
SF Map 7 – Strategic infrastructure sites and corridors	Not identified
SF Map 8 – Coomera town centre area	Not identified
SF Map 9 – Consolidation and expansion areas	Consolidation area

An assessment of the development against the strategic framework follows.

7.1 Strategic Intent

The *City Plan* includes a 'Strategic intent' which includes broad intentions for the function, role, and form of the City. The Strategic intent is implemented through the Themes (Strategic outcomes), Elements (Specific outcomes) and applicable codes which are addressed in the following sections of this report.

7.2 Themes and Elements

An assessment of the Themes and Elements as they relate to the development and subject site is provided overleaf.

7.2.1 Theme 1 – Creating liveable places

A review of **Theme 1 – Creating liveable places** identified the following Strategic Outcomes as being relevant to the development as shown below.

Table 7.2: Assessment of Theme 1 – Creating Liveable Places

Strategic Outcome	Assessment
Strategic Outcome 1 <i>Urban activity is contained within the city's urban area.</i>	Consistent The proposed development is located within the city's urban area.
Strategic Outcome 2 <i>The Gold Coast's settlement pattern provides housing choices 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. Limited opportunities also exist in the Merrimac/Carrara flood plain special management area.</i>	Consistent The proposed development is located within a well-served neighbourhood. It is approximately 500m walking distance from the Coolangatta major centre which provides a range of businesses such as shops, restaurants, shopping centre, as well as bus stops, surf clubs, recreation clubs, parks, beaches, etc. The development also provides alternative larger footprint apartments for families.
Strategic Outcome 3 <i>Housing is provided in 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.</i>	Consistent The proposed building is provided in a form, height and scale consistent with the function, amenity and desired future character of the area. The development is a 9-storey building with an overall height of 33.15m which is consistent with the emerging character of the area and within the 50% uplift provision for urban neighbourhoods. The building is designed to present well to the street. Private balconies are also included, enhancing passive surveillance of both Dutton Street and Goodwin Park.
Strategic Outcome 5 <i>Varied building height and form throughout the city reinforces local identity, creates a sense of place and supports housing choice and affordability and the function and desired future appearance of each local area.</i>	Consistent The development introduces a varied height and form that reinforces the desired character of the area. The proposal also supports housing diversity by adding to the range of housing choices available in the local area.

Strategic Outcome 7 <i>Medium and higher intensity housing occurs in mixed use centres and specialist centres and urban neighbourhoods.</i>	Consistent The site is located in an urban neighbourhood which is just a short walking distance from the Coolangatta centre.
---	--

7.2.1.1 Element – Urban neighbourhoods

A review of the **Urban neighbourhoods** element of Theme 1 – Creating liveable places identified the following Specific Outcomes as being relevant to the development as shown below.

Table 7.3: Assessment of Urban Neighbourhood Element

Specific Outcome	Assessment
Specific Outcome 1 <i>Urban neighbourhoods are compact, well-designed and pedestrian-friendly, offer housing choice and high amenity and provide access to facilities, services, public transport, employment and essential infrastructure.</i>	Consistent The site is located within an urban neighbourhood which is compact, pedestrian-friendly and offers a variety of housing choices within close proximity to a broad range of facilities, services, and public transport.
Specific Outcome 4 <i>Urban neighbourhoods vary from pockets of detached housing on smaller lots to medium or higher-intensity places containing medium or high-rise buildings.</i>	Consistent The neighbourhood includes pockets of detached dwellings on smaller lots and medium or high-rise buildings on larger allotments. The proposal reinforces the desired character comprising midrise buildings.
Specific Outcome 6 <i>Urban neighbourhoods have a public transport hub, community facility, park or mixed use centre, specialist centre or neighbourhood centre as their focal point.</i>	Consistent The site is located in an urban neighbourhood that has a public transport hub, park, and a major centre which serves as the neighbourhood's focal point.
Specific Outcome 8 <i>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.</i>	Consistent The City Plan anticipates buildings up to 34.5m in height (inclusive of the 50% uplift provision). The proposed development, with an overall height of 33.15m, is consistent with the anticipated building height for the site.
Specific Outcome 9 <i>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:</i> (a) <i>the development is not located within The Spit Master Plan height sensitive area, as identified on the Building Height overlay map;</i> (b) <i>a reinforced local identity and sense of place;</i> (c) <i>a well managed interface with, relationship to and impact on</i>	Consistent The development qualifies for a 50% increase in the building height specified on the overlay map, as it meets all of the required criteria outlined below: (a) the development is not located within The Spit Master Plan height sensitive area; (b) the proposed development reinforces the City Plan's intended pattern of development resulting in higher density developments in areas of high amenity. The site is located adjacent to a park and is a short walking distance from a Major centre with access to a range of services, facilities and public transportation. (c) the proposal ensures that the amenity of nearby residents is not unreasonably impacted by the development through the use of appropriate setbacks,

<i>nearby development, including the reasonable amenity expectations of nearby residents;</i> (d) <i>a varied, ordered and interesting local skyline;</i> (e) <i>an excellent standard of appearance of the built form and street edge;</i> (f) <i>housing choice and affordability;</i> (g) <i>protection for important elements of local character or scenic amenity, including views from popular public outlooks to the city's significant natural features;</i> (h) <i>deliberate and distinct built form contrast in locations where building heights change abruptly on the Building height overlay map; and</i> (i) <i>the safe, secure and efficient functioning of the Gold Coast Airport or other aeronautical facilities.</i>	building articulation, and unit orientation that overlooks Dutton Street and Goodwin Park. Views from the lower levels towards adjoining properties are limited by the low rooflines of neighbouring dwellings, while views from the upper levels are restricted due to the steep viewing angles and the lower height of surrounding roofs. The development also includes landscaping around and within the building, creating an attractive interface with the surrounding residences. (d) the building height aligns with the City Plan's intent for both the site and its surrounding environment. The proposal contributes to the variation in height within the neighbourhood while facilitating the transition to the intended height for the area. (e) the development is designed to provide an excellent standard of appearance. It features a high level of articulation, with a variety of colours, textures, and materials, alongside landscaping both within and around the building, resulting in a visually striking and high-quality design. Landscaping cascading from the Level 3 and 2 balconies to the frontage landscaping enhances the street edge while offering a degree of urban relief. (f) the development consists of 3-bedroom and 4- bedroom units with areas ranging from 145m² to 290m². While premium apartments are planned, the alternative choice of typology for families and downsizers frees up housing stock with varied values in other parts of the City. (g) the development does not obstruct views from popular public outlooks to the city's significant natural features such as the coastline. (h) the site is not located in an area where building heights change abruptly on the Building Height Overlay Map, and the proposed height is consistent with the intent for the site. (i) the development will not impact the safe, secure and efficient functioning of the Gold Coast Airport or other aeronautical facilities.
--	--

7.2.2 Theme 2 – Making Modern Centres

While the site is not located within a 'centre', it is located within 500m (approx.) from the Coolangatta major centre. The proposed development will increase the local residential population within close proximity to the centre, supporting walkability and convenient access to a range of services, shops, and public transport.

7.2.3 Theme 3 – Strengthening and Diversifying the Economy

A review of Theme 3 – Strengthening and Diversifying the Economy did not identify any Strategic Outcomes as being relevant to the development.

7.2.4 Theme 4 – Improving Transport Outcomes

A review of **Theme 4 – Improving Transport Outcomes** identified the following Specific Outcomes as being relevant to the development.

7.2.4.1 Element – Enhanced access and mobility

Table 7.4: Assessment of Enhanced access and mobility element

Strategic Outcome	Assessment
Specific Outcome 1 <i>Site layout and building design provides clear and easy access to active and public transport facilities.</i>	Consistent The development provides clear pedestrian and vehicle access to the site. Pedestrian access from Dutton Street is located at the southwest corner of the site while pedestrian access from Dutton Street is located at the northwest corner of the site.
Specific Outcome 3 <i>Development within mixed use centres, specialist centres and urban neighbourhoods, including the light rail urban renewal area, provides high quality active transport infrastructure including paths, cycle parking and end of trip facilities.</i>	Consistent The development includes pedestrian access to the street and bicycle parking is provided.
Specific Outcome 4 <i>Local streets are shared and safe places for walking, cycling and local car trips.</i>	Consistent The proposal promotes walking and cycling through ease of access to the Coolangatta centre and the range of local services and recreational opportunities.

7.2.5 Theme 5 – Living with Nature

A review of Theme 5 – Living with Nature did not identify any Strategic Outcomes as being relevant to the development.

7.2.6 Theme 6 – A Safe, Well Designed City

A review of **Theme 6 – A Safe, Well Designed City** did not identify any Strategic Outcomes as being relevant to the development as shown below.

Table 7.5: Assessment of A Safe, Well Designed City

Strategic Outcome	Assessment
Strategic Outcome 4 <i>Excellence and innovation in urban design and architecture is delivered through highly functional, accessible, attractive, memorable and sustainable buildings and public spaces that make a positive contribution to the city image.</i>	Consistent The proposed multiple dwelling provides a high-quality design that is functional, accessible and attractive. The design provides a positive contribution to the city by presenting well to the street and enhancing passive surveillance through the inclusion of balconies overlooking Dutton Street and Goodwin Park.
Strategic Outcome 13 <i>Residential and other sensitive uses are located away from areas that could cause environmental harm or nuisance from emissions or other impacts.</i>	Consistent The proposed residential development is located on an existing residential site within a residential area and will not be impacted by any uses that would cause environmental harm.

7.3 Summary of Strategic Framework Assessment

A review of the development against the Strategic Framework including the written key themes and associated mapping identified the following:

- The site is located within an urban neighbourhood within proximity to the Coolangatta major centre which provides a range of services, facilities, public transportation, and recreational opportunities;
- The proposal meets all of the outcomes to facilitate up to a 50% uplift in the height identified on the overlay map;
- The development delivers a mix of 3 and 4-bedroom apartments, responding to community demand for apartment living and contributing to a more diverse housing supply;
- The development presents a high-quality design that aligns with the intended and evolving character of the area.

As such, the development is considered to be consistent with the intent of the Strategic Framework of the *City Plan*.

8 City Plan Code Assessment

Pursuant to *Table 5.5.2 (Material Change of Use – Medium density residential zone)* of the *City Plan*, the following codes apply to this Development Application.

Table 8.1: Summary of Identified Codes

Code title	Review
Zone Code	
Medium density residential zone code	<u>Applicable</u> – Please refer to Section 8.1 below and Appendix F for the completed Code response .
Development Codes	
Driveways and vehicle crossings code	<u>Applicable</u> – Please refer to Section 8.2 below and Appendix F for the completed Code response .
General development provisions code	<u>Applicable</u> – Please refer to Section 8.2 below and Appendix F for the completed Code response .
Healthy waters code	<u>Applicable</u> – Please refer to Section 8.2 below and Appendix F for the completed Code response .
Multiple accommodation code	<u>Applicable</u> – Please refer to Section 8.2 below and Appendix F for the completed Code response .
Solid waste management code	<u>Applicable</u> – Please refer to Section 8.2 below and Appendix F for the completed Code response .
Transport code	<u>Applicable</u> – Please refer to Section 8.2 below and Appendix F for the completed Code response .
Vegetation management code	<u>Applicable</u> – Please refer to Section 8.2 below and Appendix F for the completed Code response .
Overlay Codes	
Airport environs overlay code	<u>Applicable</u> – Please refer to Section 8.2 below and Appendix F for the completed Code response .
Environmental significance overlay code	<u>Applicable</u> – Please refer to Section 8.2 below and Appendix F for the completed Code response .

A review of the relevant codes is provided overleaf and full code responses are provided in **Appendix F** of this application.

8.1 Medium Density Residential Zone Code

8.1.1 Assessment Against the Zone Purpose

The overall purpose of the *Medium Density Residential Zone Code* (the '**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 proposal is for a multiple dwelling which contributes to the mix of dwelling types in the local area and is consistent with the purpose of the zone.

8.1.2 Assessment Against the Overall Outcomes

A thorough and well-considered response to the Overall Outcomes of the Zone Code is provided in the table below. Assessment found that the proposal complies with all relevant outcomes.

Table 8.2: Response to Overall Outcomes (OO) of the Medium Density Residential Zone Code

Overall Outcome	Assessment
(a) Land uses	
(i) include a range of medium density residential uses, predominantly permanent accommodation;	Consistent The proposal is for multiple dwelling for 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;	Consistent The proposal is for a multiple dwelling which contributes to the mix of dwelling types in the area.
(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;	Not applicable Relocatable home parks and Rooming accommodation are not proposed.
(iv) include neighbourhood centres and stand-alone small scale non-residential development consistent with the Strategic framework;	Not applicable Neighbourhood centres and stand-alone small scale non-residential development are not proposed.
(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	Not applicable The listed land uses are not proposed.

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	Not applicable Short-term accommodation and Tourist parks are not proposed.
(vii) do not detract from the residential amenity of the area.	Consistent The proposal involves a built form, scale, and intensity that aligns with the desired character for the area as informed by the City Plan. It has been designed to minimise impacts on amenity whilst achieving the desired character.
(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;	Consistent The development is approximately 450m walking distance from the nearest bus stop on Griffith Street.
(ii) proximity to major employment concentrations, centres, social and community infrastructure facilities and important amenity features, including the coast, recreational waterways and parkland;	Consistent The development is approximately 850m walking distance from The Strand shopping mall and 1.2km from Tweed Mall shopping centre. The site is also located directly adjacent to Goodwin Park and a short walk to several beaches and waterways.
(iii) capacity of available infrastructure to support the development, including water, sewer, transport and social and community facilities;	Consistent The site is connected to council infrastructure and 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;	Consistent The development contributes to the mix of housing form, sizes, and affordability while meeting the housing needs of the area.
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;	Consistent The proposed development presents a well-designed building form and height that aligns with the strategic intent for the area and supports the desired evolution of the city form.

(vi) retention of important elements of neighbourhood character and amenity, and cultural heritage;	Consistent The development is designed to retain important elements of neighbourhood character and amenity, and cultural heritage.
(vii) whether adjoining residential amenity is unreasonably impacted;	Not applicable The development does not unreasonably impact adjoining residential amenity, as it maintains privacy through the use of screening, and the built form incorporates articulation and landscaping to reduce bulk.
(viii) achievement of a high quality urban design through highly functional, accessible, attractive, memorable and sustainable buildings and public spaces;	Consistent The development achieves a high-quality urban design through a functional and accessible layout, a colour palette, quality materials and textures, and the integration of landscaping on the building to help reduce bulk.
Environment	
(ix) the impacts of any site constraints, including natural hazard and environmental-based constraints and;	Not applicable There are no identified natural hazards and environmental-based constraints on site.
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.	Not applicable Community benefit bonuses are not sought.
(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;	Consistent The neighbourhood comprises a mix of dwelling types from detached dwellings to multi storey apartment complexes.
(ii) well serviced and compact urban neighbourhoods that offer a level of amenity appropriate to the intensity of the area; and	Consistent The neighbourhood is within walking distance from transport services, a major centre, and park, making it a well-serviced area.
(iii) walking and cycling paths, street trees and local streets for shared car and bike use.	Consistent The area is designed with walking paths, street trees, and local streets that accommodate both cars and bikes.

(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;	Consistent The development has a height of 33.15m, which is below the maximum height permitted under the 50% uplift provision and therefore demonstrates compliance with this requirement.
(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;	Consistent The development contributes to a transitioning density by providing a built form that gradually increases in scale from the surrounding lower-intensity (low density) areas toward the nearby higher-intensity (high density and centre zone) area.
(iii) is setback from road frontages to promote an urban setting and interface with the street;	Consistent The development provides an appropriate setback and incorporates landscaping along the frontage, supporting a positive urban setting and street interface.
(iv) is setback from side and rear boundaries to protect the amenity of adjoining residences; and	Consistent The building has been designed to minimise unreasonable impacts on adjoining residences through the use of appropriate setbacks, while maintaining a functional and efficient layout.
(v) has varying site cover to reduce building dominance and provide areas for landscaping.	Consistent The building features varying site cover across levels and incorporates planters throughout, helping to soften the built form and enhance the development's visual amenity.
(e) Built form for Dwelling houses on small lots – Not applicable	
(f) Lot design – Not applicable	
(g) Variations in the zone – Not applicable	

8.1.3 Assessment Against the Specific Benchmarks

The development complies with all of the Acceptable Outcomes of the *Medium density residential zone code* with the exception of AO1 and AO2. Alternative solutions are proposed as follows:

PO1: Setbacks

Table 8.3: Assessment Against PO1 of the Zone Code

Performance Outcome	Acceptable Outcome		
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.	AO1 Setbacks are as follows:		
	Setback	Minimum distances in metres (m)	
		Height	Setback
	Front for covered car parking (excluding a basement)	All	6m
	Front (excluding covered car parking)	Up to 23m	4m
		For that part exceeding 23m	6m
	Side and rear	Up to 4.5m	1.5m
		For that part between 4.5-7.5m	2m

		For that part exceeding 7.5m	An extra 0.5m is added for every 3m in height or part thereof over 7.5m.
--	--	------------------------------	--

Complies with PO1: Setbacks:*(a) assist in the protection of adjacent amenity;*

The proposal incorporates landscaping and screening at ground level, along with planters on all levels including the rooftop terrace, to assist in softening the built form and enhancing privacy. Views from the lower levels toward adjoining properties are limited by the low rooflines of neighbouring dwellings, while views from the upper levels are constrained by steep viewing angles and the lower height of surrounding buildings.

(b) allow for access around the building;

The proposed development provides sufficient setbacks at ground level to enable access around the building with the exception of the foyer wall. In this case, a low maintenance external treatment may be applied.

(c) contribute to the streetscape character; and

The development features a highly aesthetic design that incorporates a mix of materials, textures, and colours, along with an articulated form and integrated landscaping that together create strong visual interest when viewed from the street, Goodwin Park, and adjoining properties.

(d) allow for on-site car parking.

The development complies with car parking requirements, with all car parking spaces provided at ground level.

PO2: Site cover

Table 8.4: Assessment Against PO2 of the Zone Code

Performance Outcome	Acceptable Outcome
PO2 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.	AO2 Site cover does not exceed 50% for Dwelling houses on lots with areas equal to or greater than 400m ² and Dual occupancies. OR Site cover does not exceed 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 750m² per building, whichever is the lesser, above 15 storeys.

Complies with PO2:

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

The development incorporates landscaping at ground level along the site frontage, adjacent to the car parking spaces, and to the rear of the site. On Level 2, landscaping is provided on the balconies and a planter adjacent to the lobby. On Levels 3 to 9, planters are incorporated adjacent to the lobby, along the dining areas, and beside the lift. At the rooftop level, landscaping is provided along both the eastern and western edges, enhancing visual interest and amenity.

(b) contributes to neighbourhood character and amenity;

The development features a design that reflects the emerging character of the neighbourhood. It presents an attractive, highly articulated building carefully designed to minimise impacts on adjoining properties. The strategic positioning of balconies overlooking the street and adjacent park reduces direct views into neighbouring residences, thereby protecting privacy.

(c) promotes slender bulk form;

The tower element has a slender form with dimensions of 45m x 10m.

(d) promotes an open, attractive and distinct skyline; and

The development promotes an open, attractive and distinct skyline through its articulated and slender built form with integrated landscaping.

(e) facilitates small, fast moving shadows.

The shadow diagrams demonstrates that the development generally casts as small and fast-moving shadows as reasonable possible whilst achieving a functional and attractive built form. Shadow impacts on adjoining properties are limited to select times of the day during winter only.

8.2 Development and Overlay Codes

A review of the relevant development and overlay codes confirmed that the development complies with majority of the Acceptable Outcomes. Where an alternative solution is proposed, sufficient justification is provided to demonstrate compliance with the Performance Outcome, Overall Outcome, or Purpose of the Code. The proposed solutions are identified in **Table 8.5** and discussed in more detail where required below.

Table 8.5: Summary of Alternative Solutions

Code Title	Proposed Alternative Solutions
Environmental significance overlay code	PO1 Ecological site assessment PO5 Wetland and waterway
General development provisions code	PO8 Shadow impacts – for all development 3 or more storeys
Multiple accommodation code	PO1 Road frontage PO7 Privacy PO8 Private open space
Driveways and vehicle crossings code	PO6 Location
Solid waste management code	PO1 Waste and recycling storage and bin wash-down facilities
Transport code	PO2 Car parking and travel demand PO17 Integrated transport and land use

The alternative solutions are presented overleaf.

8.2.1 Environmental Significance Overlay Code

PO1: Ecological site assessment

Table 8.6: Assessment Against PO1 of the Environmental Significance Overlay Code

Performance Outcome	Acceptable Outcome
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 (vi) 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.

Can comply with PO1: The identified waterway is a small area in the southwestern corner of Goodwin Park adjacent to the site shown below.



Detailed ecological assessment is not necessary in this case given that there is existing built form much closer to the waterway than is proposed and that suitable construction processes to avoid impacts on the waterway can be conditioned on a Decision notice.

PO5: Wetland and waterway

Table 8.7: Assessment Against PO5 of the Environmental Significance Overlay Code

Performance Outcome	Acceptable Outcome
PO5 Buffers are provided to wetlands and waterways identified on the Environmental significance – wetlands and waterways overlay map to ensure the: (a) protection of matters of environmental significance mapped onsite or identified through an ecological site assessment; (b) unimpeded movement of fauna along the waterway; (c) water quality is maintained; (d) bank stability; and (e) protection of property and infrastructure. Note: The buffer width for wetlands is measured from the outer, landward boundary of the mapped wetland, as shown on Environmental significance – 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.	AO5.5 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.

Can comply with the purpose of the code: The identified waterway is a small area in the southwestern corner of Goodwin Park adjacent to the site shown below.

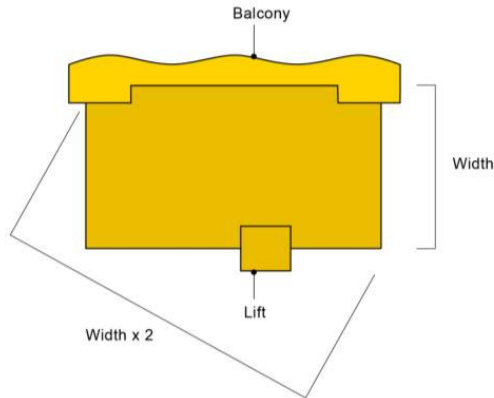


Detailed ecological assessment is not necessary in this case given that there is existing built form much closer to the waterway than is proposed and that suitable construction processes to avoid impacts on the waterway can be conditioned on a decision notice.

8.2.2 General Development Provisions Code

PO8: Shadow impacts – for all development 3 or more storeys

Table 8.8: Assessment Against PO8 of the General Development Provisions Code

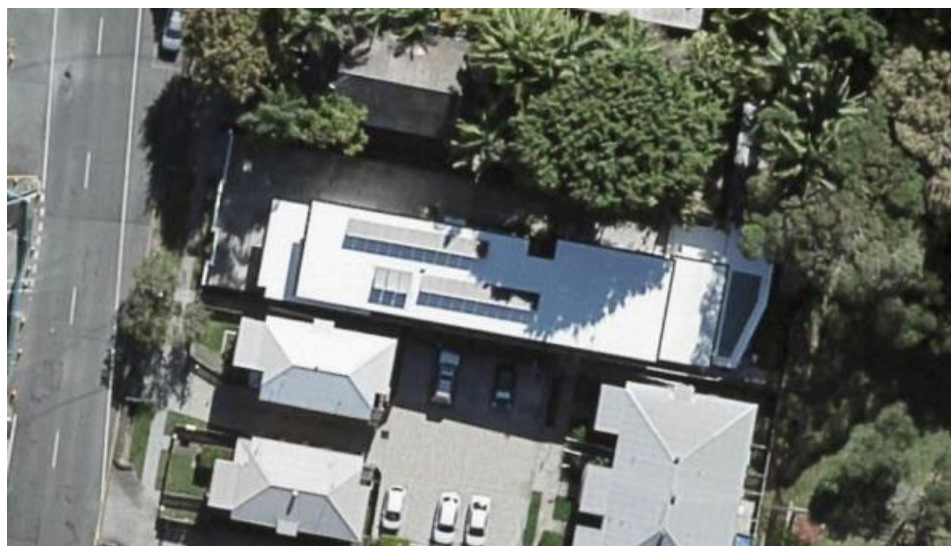
Performance Outcome	Acceptable Outcome
PO8 The building is designed and located to ensure that the shadow cast by the building does not detract from a comfortable living and ground level environment and the access of adequate sunlight to private and public spaces having regard to: (a) the degree of containment 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 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 with PO8: As shown in the shadow diagrams, shadows predominately affect Dutton Street and a small portion of Goodwin Park for short periods during winter and summer, with impacts on adjoining properties to the south (62, 64 and 66 Dutton Street) limited to the winter period. There are no shadow impacts on these properties during summer.

In the context of the desired midrise development in this area, shadowing impacts are unavoidable.

The plans include shadow diagrams for both a Code assessable 23m high building and the proposed 33.15m building. Even a Code assessable building would result in shadowing of 62 and 64 Dutton Street with increased shadowing as a direct result of the increased height having minimal impact. The increased shadowing affects the southern part of 64 Dutton St and a small part of the driveway of 66 Dutton St during the middle of the day in winter only.

62 Dutton St does not appear to have any outdoor private open spaces (e.g. north facing balconies) that would be affected, while the pool at the rear of the building appears to be affected by shadowing already as a result of the associated building, and existing trees within 60 Dutton Street and Goodwin Park.



West facing balconies to the units at 64 Dutton Street will be impacted in the morning (western units) and afternoon (eastern units) during winter. However, as noted, impacts are limited to winter, and even then solar access remains for a reasonable period of the day. In our view, a more modest 4-5 storey building would impact 64 Dutton Street and the impacts are not unreasonable in the context of a Medium density zoned site with an intention for a mid-rise apartment building.

8.2.3 Multiple Accommodation Code

PO1: Road frontage

Table 8.9: Assessment Against PO1 of the Multiple Accommodation Code

Performance Outcome	Acceptable Outcome
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 with PO1: The site has a 14m road frontage which provides safe and convenient vehicular and pedestrian access, and the proposal has being designed to accommodate adequate landscaping within the frontage.

PO7: Privacy

Table 8.10: Assessment Against PO7 of the Multiple Accommodation Code

Performance Outcome	Acceptable Outcome
PO7 The building is designed to achieve an acceptable level of privacy for the occupants of the dwelling and neighbouring dwellings.	AO7.1 Habitable room windows do not directly face: (a) a habitable room window of another building within 10m; and (b) an access way, footpath or communal open space area within 3m. OR Habitable room windows: (a) have a fixed obscure glazing in any part of the window below 1.5m above floor level; (b) have privacy screens that cover a minimum of 50% window view. Note: 'directly face' means an angle within 45° either horizontally or vertically.

Complies with PO7: Adjoining development includes 1-2 storey dwellings only and direct views are obscured by the proposed fencing and landscaping.

PO8: Private open space

Table 8.11: Assessment Against PO8 of the Multiple Accommodation Code

Performance Outcome	Acceptable Outcome												
PO8 Development provides attractive, accessible and functional private open space for residents, which is designed for the subtropical climate, to maximise outdoor living opportunities and enhance amenity for residents.	AO8 If the dwelling is located above ground, private open space for each dwelling shall: (a) mitigate negative wind effects on intended users; (b) be accessible from the living room; and (c) be supplied at the following rates: <table border="1"> <thead> <tr> <th>No. of bedrooms</th><th>Minimum balcony area</th></tr> </thead> <tbody> <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> </tbody> </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 border="1"> <thead> <tr> <th>No. of bedrooms</th><th>Minimum balcony areas</th></tr> </thead> <tbody> <tr> <td>1, 2, 3 or more bedroom/studio</td><td>8m² with a minimum dimension of 2m</td></tr> </tbody> </table> OR For residential care facilities, no acceptable outcome provided.	No. of bedrooms	Minimum balcony area	1 bedroom and studio	9m ² with a minimum dimension of 3m	2 bedrooms	12m ² with a minimum dimension of 3m	3 or more bedrooms	16m ² with a minimum dimension of 3m	No. of bedrooms	Minimum balcony areas	1, 2, 3 or more bedroom/studio	8m ² with a minimum dimension of 2m
No. of bedrooms	Minimum balcony area												
1 bedroom and studio	9m ² with a minimum dimension of 3m												
2 bedrooms	12m ² with a minimum dimension of 3m												
3 or more bedrooms	16m ² with a minimum dimension of 3m												
No. of bedrooms	Minimum balcony areas												
1, 2, 3 or more bedroom/studio	8m ² with a minimum dimension of 2m												

Complies with PO8: The development provides attractive, accessible, and functional private open spaces for residents, designed specifically to suit the subtropical climate. Balconies are directly accessible from the primary living areas of each unit, maximizing opportunities for outdoor living. Design elements, including integrated landscaping and appropriate orientation, enhance the usability and amenity of these spaces, ensuring residents can comfortably enjoy private outdoor areas.

All units comply with specified minimum dimensions and areas with the exception of Units 1 and 2 on Level 2. In these cases the balconies are a minimum of 2.9m and 14m² and are suitable proportioned as functional private open space.

8.2.4 Driveways and Vehicle Crossings Code

PO6: Location

Table 8.12: Assessment Against PO6 of the Driveways and Vehicle Crossings Code

Performance Outcome	Acceptable Outcome
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.	A6.2 No new vehicle crossings are created on roads identified on the Functional road hierarchy as shown on the Zone maps or the Pacific motorway service road types overlap map.

Complies with PO6: The development proposes one access from Dutton Street which is the development's only road frontage and not listed on Council's Functional road hierarchy.

8.2.5 Solid Waste Management Code

PO1: Waste and recycling storage and bin wash-down facilities

Table 8.13: Assessment Against PO1 of the Solid Waste Management Code

Performance Outcome	Acceptable Outcome
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.
	AO1.2 Waste and recycling storage points are located, designed and sized consistent 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.

Complies with PO1:

1. The proposed development includes a waste storage room of sufficient size to accommodate the required bins / containers. The development will require the provision of three 360L wheelie bins to manage general waste and two 360L wheelie bins to manage recycling waste. The waste storage room has been designed to achieve a minimum 1m² area for each container.

For further details refer to Section 3.5 of Geleon Waste Management Plan Report 50952-RP02-A.

2. In total, five 360L wheelie bins including three 360L wheelie bins for general waste and two 360L wheelie bins for recycling waste are required to accommodate the expected waste generation of the development. This can be accommodated within the proposed waste storage room within the ground floor level car park and avoids the need for an additional temporary waste storage room near the Dutton Street road frontage where landscaping, civil services and visitor car parking are required. There is also sufficient kerbside area available to store five wheelie bins along the development's road frontage for collection, clear of the vehicle crossing.
3. The provision of wheelie bins instead of bulk bins and a waste chute is considered a safe, convenient, efficient and appropriate arrangement for the type and volume of waste generated. The building has nine storeys with lift and stair access to the ground floor level within 60m walking distance. It is therefore not considered unreasonable for residents to transfer waste from the units directly to the wheelie bins on the ground floor levels especially given residents will typically travel to the ground floor level car park when leaving the development site.

For further details refer to Section 3.0 of Geleon Waste Management Plan Report 50952-RP02-A.

8.2.6 Transport Code

PO2: Car parking and travel demand

Table 8.14: Assessment Against PO2 of the Transport Code

Performance Outcome	Acceptable Outcome
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.

Complies with PO2: Access to the ground floor level car park will be restricted by a security gate. Visitor parking is provided in front of the security gate.

For further details in this regard, refer to the plans of development.

PO17: Integrated transport and land use

Table 8.15: Assessment Against PO17 of the Transport Code

Performance Outcome	Acceptable Outcome
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.

Complies with PO17: The development is not located in areas that compromise future transport corridors.

9 Relevant Matters

Section 45(5) of the Act specifies 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”*

The following ‘relevant matters’ apply in consideration of this Impact assessable Development application.

- The proposal aligns with the strategic direction of the Gold Coast City Plan by promoting urban consolidation within the Urban Neighbourhood designation. The development introduces high-quality mid-rise housing in a location identified for growth and increased residential density.
- The development is located within an urban neighbourhood characterised by a mix of building heights and residential densities. It will provide a mix of 3- and 4-bedroom apartments, addressing local demand for apartment living and supporting a more diverse and adaptable housing supply.
- While the building exceeds the Code assessable height of 23m, the site qualifies for the 50% uplift permitted under the Strategic Framework. The proposed 33.15m height remains below the maximum 34.5m uplift threshold and is well-articulated to reduce perceived bulk, with appropriate design measures that maintain a human scale and positively engage with the street.
- The site is located within an established urban area with access to reticulated services, public transport, parks, and commercial centres.
- The development delivers a high standard of design, with cascading landscaping, articulated façades, and rooftop recreation areas. These features contribute positively to the streetscape and enhance the interface with adjoining properties and Goodwin Park.

10 Statement of Reasons

The development warrants approval subject to reasonable and relevant conditions as outlined below:

Table 10.1: Statement of Reasons

Aspect	Review
Description of the development	Development Permit for a Combined Application for MCU (Multiple Dwelling (9 Units)) (Impact Assessable) and OPW Vegetation Clearing (Code Assessable).
Assessment Benchmarks	The development was assessed against the following assessment benchmarks: - <i>Medium Density Residential Zone Code</i> - <i>Driveways And Vehicle Crossings Code</i> - <i>General Development Provisions Code</i> - <i>Healthy waters code</i> - <i>Multiple Accommodation Code</i> - <i>Solid Waste Management Code</i> - <i>Transport Code</i> - <i>Vegetation Management Code</i> - <i>Airport environs overlay code</i> - <i>Environmental significance overlay code</i>
Reasons for decision	<u>Strategic Framework</u> The development is consistent with the intent of the <i>City Plan</i> as demonstrated within this report: - The development features a highly articulated building that will positively contribute to the character of the urban neighbourhood and has demonstrated compliance with all required outcomes to achieve a 50% uplift in the height identified for development on the site; - The site is located in close proximity to the Coolangatta major centre and is within walking distance from public transportation; - The development offers a mix of 3- and 4-bedroom units, enhancing housing diversity by increasing the range of housing options available within the local area. <u>Medium Density Residential Zone Code</u> The development is consistent with the purpose and the Overall Outcomes of the Zone code. While the proposal includes some non-compliances with certain Acceptable Outcomes, it has been demonstrated to be of a suitable scale and form that complements the local character and meets the amenity expectations of the area. <u>Development and Overlay Codes</u> The development was assessed against the identified development and overlay codes and is compliant with all Acceptable Outcomes where provided. Alternative outcomes are proposed, supported by appropriate justification demonstrating that they satisfy the relevant performance outcomes and are consistent with the intent of the applicable codes.
Relevant Matters	The following 'relevant matters' apply in consideration of this Impact assessable Development application. - The proposal aligns with the strategic direction of the Gold Coast City Plan by promoting urban consolidation within the Urban Neighbourhood designation. The development introduces high-quality mid-rise housing in a location identified for growth and increased residential density.

	- The development is located within an urban neighbourhood characterised by a mix of building heights and residential densities. It will provide a mix of 3- and 4-bedroom apartments, addressing local demand for apartment living and supporting a more diverse and adaptable housing supply. - While the building exceeds the Code assessable height of 23m, the site qualifies for the 50% uplift permitted under the Strategic Framework. The proposed 33.15m height remains below the maximum 34.5m uplift threshold and is well-articulated to reduce perceived bulk, with appropriate design measures that maintain a human scale and positively engage with the street. - The site is located within an established urban area with access to reticulated services, public transport, parks, and commercial centres. - The development delivers a high standard of design, with cascading landscaping, articulated façades, and rooftop recreation areas. These features contribute positively to the streetscape and enhance the interface with adjoining properties and Goodwin Park.
Matters prescribed by a regulation	Not applicable

11 Conclusion

Enhance Urban Planning has been engaged by *Southern Cross Property Holdings Pty Ltd* to prepare and lodge a Development Application seeking the City of Gold Coast Council's approval for a Development Permit for a Combined Application for Material Change of Use for a Multiple dwelling (9 apartments) and a Development Permit for Operational Works for Vegetation clearing on land situated at 60 Dutton Street, Coolangatta (formally described as Lot 2 on RP86756). This Development Application is Impact assessable.

This report has concluded the following:

- The nine-storey building accommodates nine (9) units (2 x 3-bedroom and 7 x 4- bedroom) and an overall building height of 33.15m.
- The development is proposed in an urban neighbourhood with varying building heights and densities. The surrounding area comprises of a mix of dwellings and multiple dwellings.
- All units feature balconies directly accessible from the primary living spaces, offering views of Dutton Street and Goodwin Park. Additionally, the penthouse units are provided with rooftop recreation areas including a spa.
- The development provides 20 resident car parking spaces via car stackers and three (3) visitor car parking spaces on the ground level.
- The development is of a very high-quality design and demonstrates compliance with all requirements of Strategic Outcome 3.2.2.1(9), thereby qualifying for the 50% building height uplift applicable to the site.
- The development complies with all relevant local and state planning requirements.

For the reasons outlined above and herein, it is our opinion that the development warrants the approval of Council, subject to reasonable and relevant conditions.

Any queries arising during the course of the assessment of this Development Application should be directed to Chris Goold or Brendon Walkinshaw on (07) 5592 4663 or by email: chris@enhanceup.com / brendon@enhanceup.com.

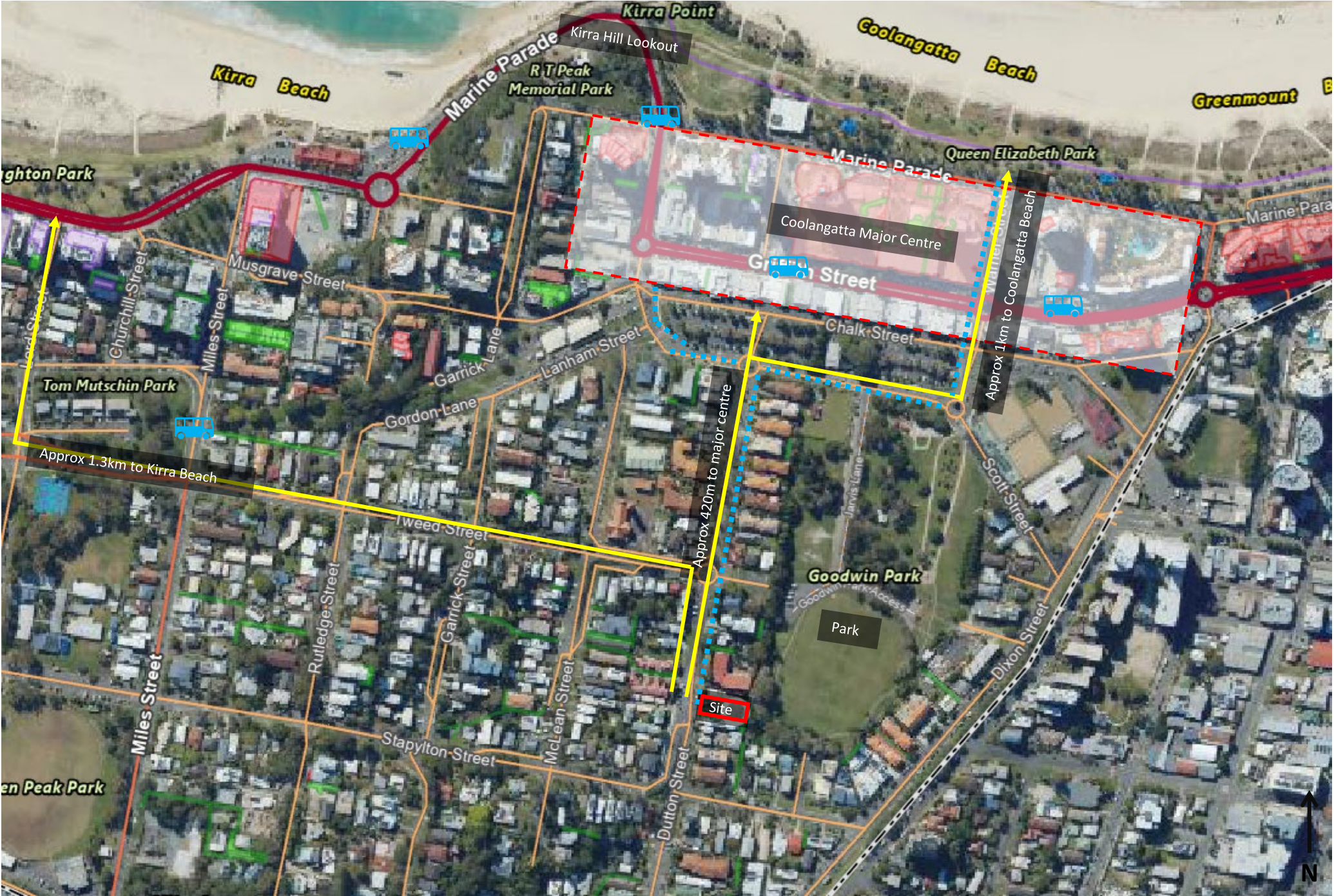
Appendix A. Site Analysis Plan





KEY

- | | | | | | | | |
|--|---------------|--|---------------------------|--|----------------|--|-----------|
| | Site Boundary | | Vehicle Access | | Sewer Manhole | | Gully Pit |
| | Foot Path | | Adjoining Property Access | | Sewer Easement | | |



KEY

- Site Boundary
- Major Centre
- Bus Stop
- Foot Path
- Walking Distance

Appendix B. Site Photos





Plate 1 – Site viewed from Dutton Street



Plate 2 – Access to the site from Dutton Street



Plate 3 – Sewer manhole within Dutton Street



Plate 4 – Adjacent property to the south



Plate 5 – Drainage gully within the road verge



Plate 6 – Stormwater end structure at the rear of the site



Plate 7 – Stormwater end structure at the rear of the adjacent property

Appendix C. City Plan Property Report



City Plan property report

Economy, Planning and Environment Directorate
Planning Enquiries Centre
City Development Branch
 PO Box 5042 GOLD COAST MC QLD 9729
P: (07) 5582 8708
E: mail@goldcoast.qld.gov.au
W: cityofgoldcoast.com.au

Property Details

Property address	60 DUTTON STREET, COOLANGATTA, 4225
Lot and Plan	2RP86756
Area	703 m ²

City Plan content

Zone map



Residential zones category

- Low density residential
- Low density residential, Large lot precinct
- Low density residential, Calypso Bay precinct
- Medium density residential
- Medium density residential, Calypso Bay precinct
- High density residential

Centres zones category

- Centre
- Neighbourhood centre
- Neighbourhood centre, West Burleigh historic township precinct

Recreation zones category

- Sport and recreation
- Sport and recreation, Bond University precinct
- Sport and recreation, Bundall equestrian area precinct
- Open space

Tourism zones category

- Major tourism
- Major tourism, Island resorts precinct
- Major tourism, Sea World precinct
- Major tourism, The Spit northern tourism precinct
- Major tourism, The Spit eastern tourism precinct
- Major tourism, The Spit southern tourism precinct
- Major tourism, Wildlife park precinct

Environment zones category

Conservation

Industry zones category

- Low impact industry
- Low impact industry, Future low impact industry precinct
- Medium impact industry
- Medium impact industry, Future medium impact industry precinct
- High impact industry
- High impact industry, Future high impact industry precinct
- Waterfront and marine industry
- Waterfront and marine industry, The Spit marine industry precinct

Other zones category

- Community facilities
- Emerging community
- Emerging community, Upper Coomera precinct
- Extractive industry
- Extractive industry, Extractive industry indicative buffer
- Innovation
- Innovation, Bond University precinct
- Innovation, Gold Coast cultural precinct
- Limited development (constrained land)
- Mixed use
- Mixed use, Bermuda Point precinct
- Mixed use, Fringe business precinct

- Rural
- Rural, Rural landscape and environment precinct
- Rural residential
- Rural residential, Rural residential landscape and environment precinct
- Special purpose
- Special purpose, Special development areas precinct
- Township
- Township, Commercial precinct
- Township, Large lot precinct
- Unzoned

- Property boundaries
- Selected property

Applicable mapping content	Related City Plan content
Division	
Division 14 (view divisional contact details)	
Zones	
Medium density residential zone	Medium density residential zone code Tables of assessment: • Material change of use • Reconfiguring a lot • Building work • Operational work
Overlay maps	
Acid sulfate soils: • Land at or below 5m AHD	Acid sulfate soils overlay code Tables of assessment: • Acid sulfate soils overlay
Acid sulfate soils: • Land at or below 20m AHD	Acid sulfate soils overlay code Tables of assessment: • Acid sulfate soils overlay
Airport environs – Airservices Australia aviation facilities: • Airport infrastructure	Airport environs overlay code Tables of assessment: • Airport environs overlay
Airport environs - lighting area buffer zones: • Lighting area buffer zones	Airport environs overlay code
Airport environs- Obstacle Limitation Surface (OLS): • Obstacle Limitation Surface (OLS)	Airport environs overlay code Tables of assessment: • Airport environs overlay
Airport environs - Procedures for Air Navigation Services, Aircraft Operational (PANS-OPS) surfaces: • PANS-OPS contour	Airport environs overlay code Tables of assessment: • Airport environs overlay
Airport environs - wildlife hazard buffer zones: Wildlife hazard buffer zones	Airport environs overlay code
Building height	
Dwelling house • Dwelling house overlay area	Tables of assessment: • Dwelling house overlay
Environmental significance – wetlands and waterways Wetlands and waterways buffer areas: • Waterway 30m buffer area	Environmental significance overlay code Tables of assessment: • Environmental significance- wetlands and waterways overlay

Residential density			
LGIP			
Local Government Infrastructure Plan: • Priority infrastructure area		Local Government Infrastructure Plan	
Local Government Infrastructure Plan: • LGIP projection areas		Local Government Infrastructure Plan	
Date created	8 Oct 2024	Version	v11 - Current

Appendix D. State Overlay Maps



State Assessment and Referral Agency

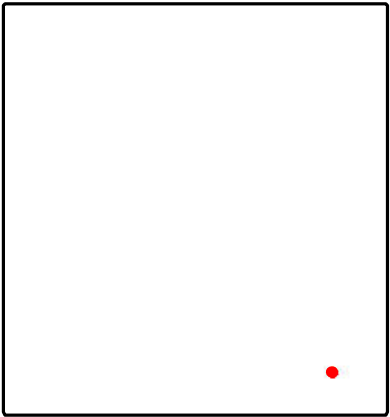
Date: 08/10/2024



Queensland Government

© The State of Queensland 2024.

Disclaimer:
This map has been generated from the information supplied to the Queensland Government for the purposes of the Development Assessment Mapping System. The map generated has been prepared with due care based on the best available information at the time of publication. The State of Queensland holds no responsibility for any errors, inconsistencies or omissions within this document. Any decisions made by other parties based on this document solely the responsibility of those parties. This information is supplied subject to the full terms and conditions available on the department's website.

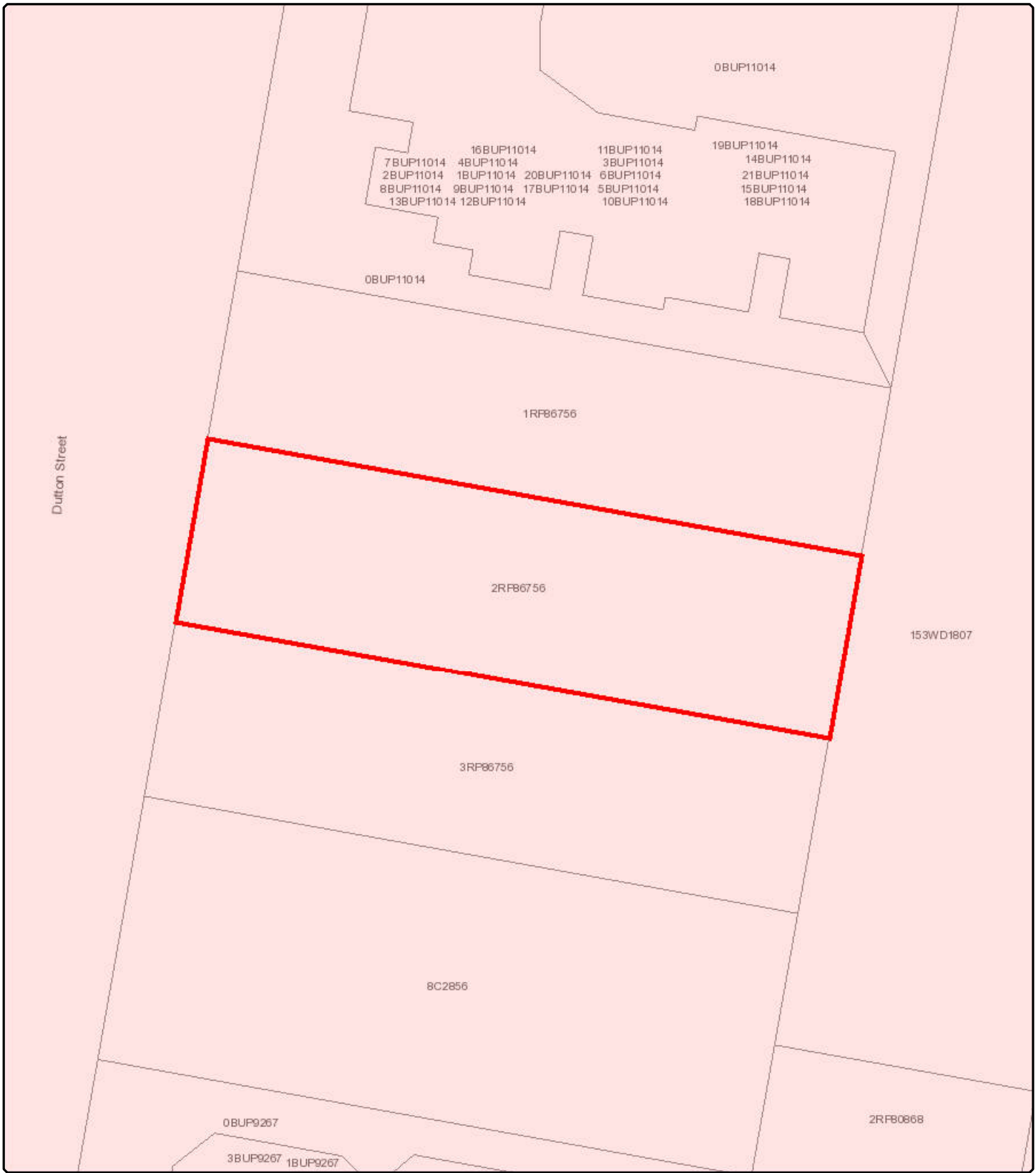


Matters of Interest for all selected Lot Plans

SEQ Regional Plan land use categories
Water resource planning area boundaries

Matters of Interest by Lot Plan

Lot Plan: 2RP86756 (Area: 703 m²)
SEQ Regional Plan land use categories
Water resource planning area boundaries



State Assessment and Referral Agency

Date: 08/10/2024



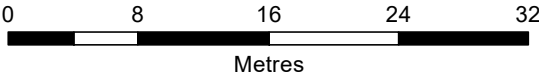
Queensland Government
© The State of Queensland 2024.



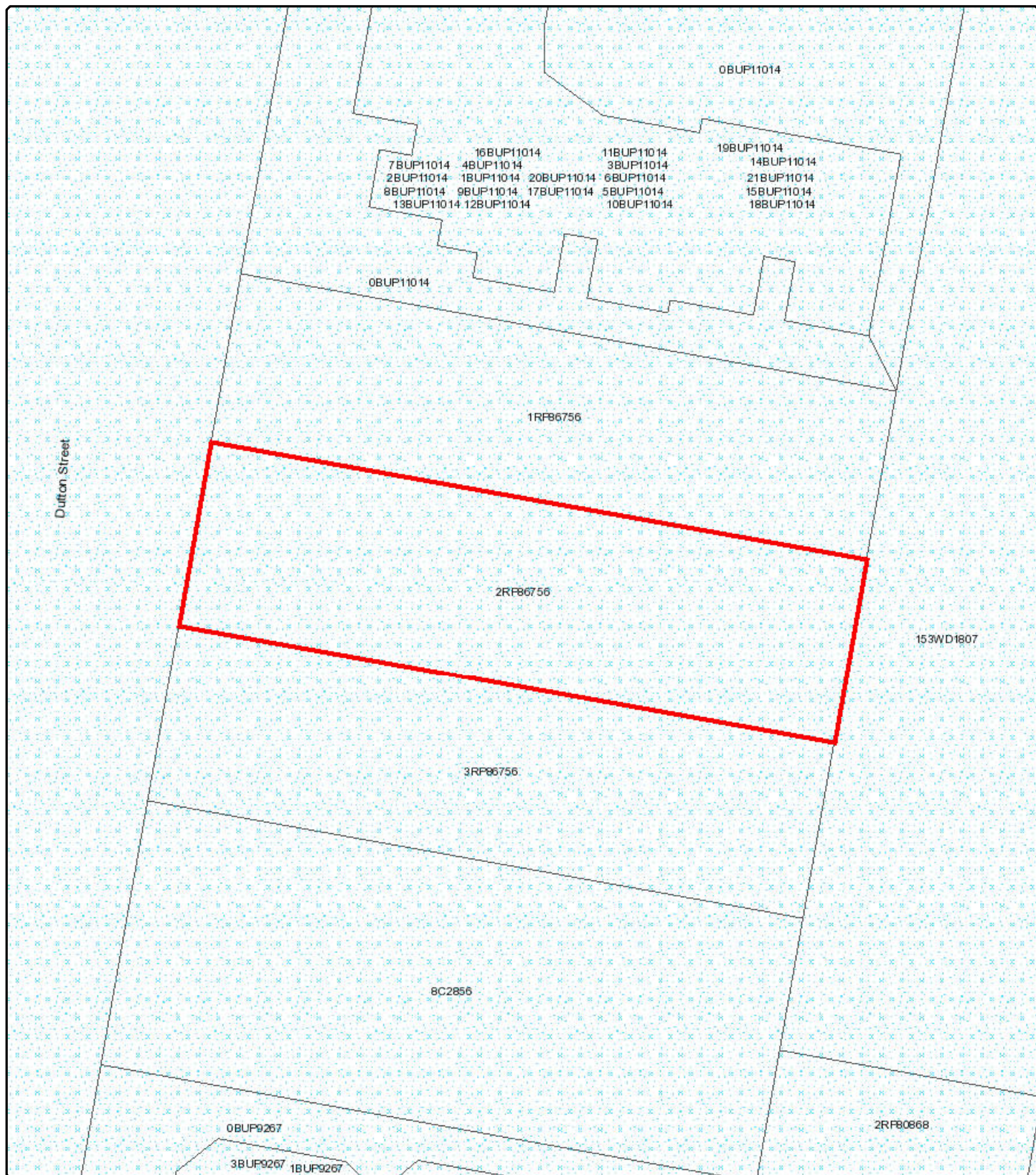
Legend

SEQ Regional Plan land use categories

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



Disclaimer:
This map has been generated from the information supplied to the Queensland Government for the purposes of the Development Assessment Mapping System. The map generated has been prepared with due care based on the best available information at the time of publication. The State of Queensland holds no responsibility for any errors, inconsistencies or omissions within this document. Any decisions made by other parties based on this document solely the responsibility of those parties. This information is supplied subject to the full terms and conditions available on the department's website.



State Assessment and Referral Agency

Date: 08/10/2024



Queensland Government

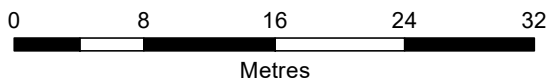
© The State of Queensland 2024.

Legend

Water resource planning area boundaries



Water resource planning area boundaries



Disclaimer:

This map has been generated from the information supplied to the Queensland Government for the purposes of the Development Assessment Mapping System. The map generated has been prepared with due care based on the best available information at the time of publication. The State of Queensland holds no responsibility for any errors, inconsistencies or omissions within this document. Any decisions made by other parties based on this document solely the responsibility of those parties. This information is supplied subject to the full terms and conditions available on the department's website.

Appendix E. City Assets Map



As Constructed Assets



10/8/2024, 12:25:08 PM

1:282

Capital_Works

2024-25

Other

LGA_Boundary

Water Fitting

Other

Water Service Connection Potable

Potable Water Pipe

Sewer Fitting

End Cap

Junction

Sewer Connection

Sewer Maintenance Hole

Maintenance Hole

Sewer_Pipe_Non_Pressure

Drainage Pit

Inlet Gully

Manhole

Drainage Pipe

Stormwater End Structure

Easement

Locality Boundaries

Cadastral parcels

Base

Easement

Addresses

00.010.01 mi

00.010.02 km

© State of Queensland (Department of Resources) 2024,
NPSR, Esri, © OpenStreetMap contributors, HERE,
Garmin, USGS

City of Gold Coast

This information is provided to assist in field investigations. Spot checks have been made to determine the accuracy of this plan. However, all locations, dimensions and depths shown are to be confirmed on site.

Appendix F. City Plan Code Responses



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 <u>either</u> 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 WITH AO1 The Building height of 33.15m does not exceed the specified height (HT 49.5 (inner horizontal surface) and HP 141.68) on the overlay maps. A condition of approval may be applied requiring further assessment and referral should construction equipment be required to encroach into operational airspace.	

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
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 <i>Acoustics – Aircraft noise intrusion – Building siting and construction</i> .		
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 <i>Civil Aviation Safety Authority (CASA) guidelines: Lighting in the Vicinity of Aerodromes – Advice to Lighting Designers</i> . Note: Use of a reflective roof surface in the Lighting Zone of Gold Coast Airport constitutes a 'controlled activity', and	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 . 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 .	CAN COMPLY WITH AO3.1 A suitable condition of approval limiting reflective surfaces may be applied.	
		NOT APPLICABLE	

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
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	
	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.	CAN COMPLY WITH AO3.4 A suitable condition of approval limiting reflective surfaces may be applied.	
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	

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
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	
	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	
	AO5.3 Development that involves any of the following, is not located within the	NOT APPLICABLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	building 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.		
	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	
Potential bird or bat strike on aircraft (on land within the Gold Coast Airport wildlife hazard buffer zones)			

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
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.	CAN COMPLY WITH AO6.1 A suitable condition of approval prohibiting species of plants that heavy flowering or fruiting / are within the operator of Gold Coast Airport's preferred plant species may be applied.	
	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.	CAN COMPLY WITH AO6.1 A suitable condition of approval requiring evidence of approval from the operator of Gold Coast Airport may be applied if necessary.	

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
	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)	COMPLIES WITH AO6.3 The listed land uses are not proposed.	
	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 runway, rigorous wildlife management measures to avoid	NOT APPLICABLE	

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
	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 The listed land uses are not proposed.	

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
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 WITH AO7.1 The development does not result in any emissions that affect aircraft operations.	
	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 WITH AO7.2 The development does not result in any emissions that affect aircraft operations.	
Transient aviation activities			

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
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 WITH AO8 The listed activities are not proposed.	

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	Matters of State environmental significance

Overlay map	Mapped area
species	• Koala habitat areas; and • State significant species. Matters of Local environmental significance • Local significant species.
Environmental significance – vegetation management	Matters of State environmental significance • Regulated Vegetation. Matters of Local environmental significance • High priority vegetation; • Medium priority vegetation; and • General priority vegetation.
Environmental significance – wetlands and waterways	Matters of State environmental significance • State significant aquatic systems; • 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 <u>either</u> 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.	CAN COMPLY WITH PO1 The identified waterway is a small area in the southwestern corner of Goodwin Park adjacent to the site shown below.  Detailed ecological assessment is not necessary in this case given that there is existing built form much closer to the waterway than is proposed and that suitable construction processes to avoid impacts on the waterway can be conditioned on a Decision notice.	
Biodiversity areas			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO2 Development does not impact on Protected Areas as identified on the Environmental significance—biodiversity areas overlay map .	AO2.1 No acceptable outcome provided.		
PO3 Development within the Hinterland to Coast Critical Corridors as identified on the Environmental significance—biodiversity areas overlay map is located and designed to: (a) provide corridors of sufficient dimensions and characteristics that will enable adequate movement of fauna through the site; (b) protect in situ matters of environmental significance and associated buffers; (c) protect in situ, vegetation identified on the Environmental significance—vegetation management overlay map and habitat for native flora and fauna; (d) link matters of environmental significance, existing corridors and/or conservation estate/reserves on adjacent properties; (e) maintain and improve upon the regional connectivity of the Hinterland to Coast Critical Corridors; and (f) allow for the rehabilitation of disturbed, cleared or modified areas that form part of the Hinterland to Coast Critical Corridors. Note: Recommendations provided in an	AO3.1 No acceptable outcome provided.		

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
ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) are Council's preferred method for determining corridor dimensions.			
PQ4 Development within Hinterland Core Habitat Systems, Coastal Wetlands and Islands Core Habitat Systems and Substantial Remnant Areas as identified on the Environmental significance – biodiversity areas overlay map is located and designed to: (a) protect in situ matters of environmental significance and associated buffers; (b) protect in situ vegetation identified on the Environmental significance – vegetation management overlay map and habitat for native flora and fauna; and (c) allow for the rehabilitation of disturbed, cleared or modified areas.	AQ4 No acceptable outcome provided.		
Wetland and waterway			
PO5 Buffers are provided to wetlands and waterways identified on the Environmental significance – wetlands and waterways overlay map to ensure the: (a) protection of matters of environmental significance mapped onsite or identified through an ecological site assessment; (b) unimpeded movement of fauna	AQ5.1 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.		
	AQ5.2 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.		

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
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.	AO5.3 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. 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. 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.	CAN COMPLY WITH THE PURPOSE OF THE CODE The identified waterway is a small area in the southwestern corner of Goodwin Park adjacent to the site shown below.  Detailed ecological assessment is not necessary in this case given that there is existing built form much closer to the waterway than is proposed and that suitable construction processes to avoid impacts on the waterway can be conditioned on a decision notice.	
Vegetation management			

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
P06 Regulated vegetation is protected in situ when it is: (a) identified on the Environmental significance – vegetation management overlay map ; and (b) within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map .	A06 Development does not impact on regulated vegetation.		
P07 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 .	A07 Development avoids impacts on regulated vegetation.		
P08 High priority vegetation as identified on the Environmental significance – vegetation management overlay map is protected in situ.	A08 No acceptable outcome provided.		
P09 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.	A09 No acceptable outcome provided.		

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
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.	AQ10 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 <i>Environmental Offsets Act 2014</i>, 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.		
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.	AQ11 Development avoids impacts on general priority vegetation. Any damage is minimised to the greatest extent possible.		
PO12 Buffers are provided that protect the long term viability of high priority and regulated vegetation located on or adjacent to the site.	AQ12 Buffers at least 30m wide are provided between the development and any retained vegetation identified as high priority or regulated vegetation on the Environmental significance—vegetation management overlay map on or		

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
	adjacent to the site.		
Priority species			
PQ13 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 .	AQ13 Development does not impact on assessable koala feed and shelter trees.		
PQ14 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 .	AQ14 Development avoids impacts on assessable koala feed and shelter trees. Any damage is minimised to the greatest extent possible.		
PQ15 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.	AQ15 No acceptable outcome provided.		

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
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.		
PO17 State significant species, and their habitat, are protected in situ when it is: (a) identified on the Environmental significance – priority species overlay map, or through an ecological site assessment; and (b) within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	AO17 Development does not impact on State significant species, and their habitat.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO18 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.		
	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.		
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.		
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.		
	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.		

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
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.		
PO22 Where fauna habitat is proposed to be damaged, management strategies must be implemented to ensure: (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	AO22 No acceptable outcome provided.		

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
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: (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.	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 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.		

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
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.		
PO25 A Covenant Management Plan is prepared for areas to be protected under a statutory covenant. The 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.	AO25 No acceptable outcome provided.		

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
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.		

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.	PLEASE REFER TO THE SWMP (SECTION 4 – SPECIALIST REPORTS)	
ASSESSMENT BENCHMARK 5 (POLICY 5): (5) At the post-construction phase,	PLEASE REFER TO THE SWMP (SECTION 4 – SPECIALIST REPORTS)	

Policies	Demonstrate how the proposal meets the policy?	Internal use
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.		

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

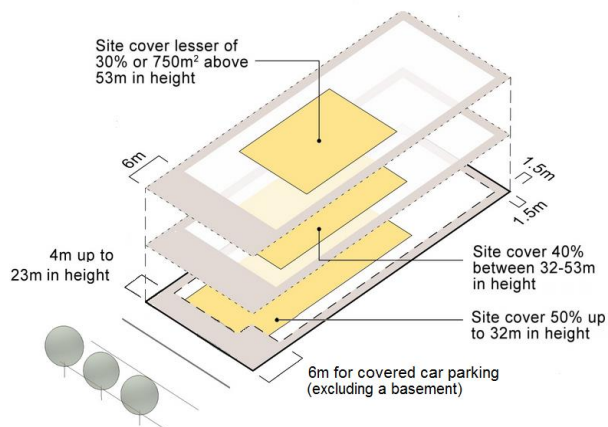
PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

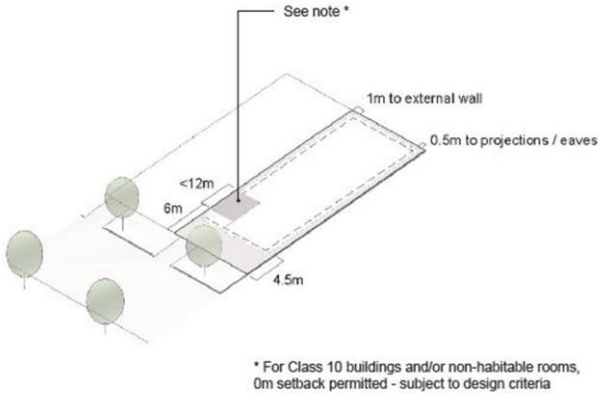
Table 6.2.2-2: Medium density residential zone code – for assessable development

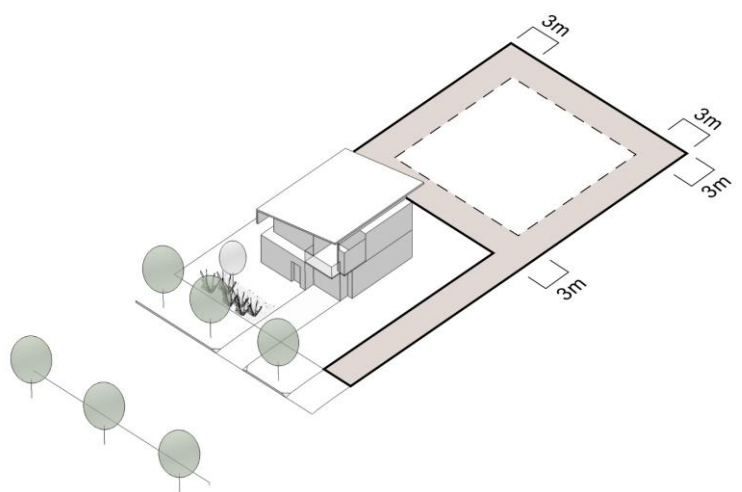
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use																													
Setbacks																																
PO1 Setbacks: (a) assist in the protection of adjacent amenity; (b) allow for access around the building; (c) contribute to 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.	<table><tr><td colspan="3">AO1</td></tr><tr><td colspan="3">Setbacks are as follows:</td></tr><tr><td rowspan="2">Setback</td><td colspan="2">Minimum distances measured in metres (m)</td></tr><tr><td>Height</td><td>Setback</td></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>	AO1			Setbacks are as follows:			Setback	Minimum distances measured in metres (m)		Height	Setback	Front for covered car parking (excluding a basement)	all	6m	Front (excluding covered car parking)	up to 23m	4m	for that part exceeding 23m	6m	Side and rear	up to 4.5m	1.5m	for that part between 4.5m – 7.5m	2m	for that part exceeding 7.5m	an extra 0.5m is added for every 3m in height or part thereof over 7.5m.	Between on site habitable buildings (where not attached)	Double the applicable side setback.		COMPLIES WITH PO1 Setbacks: (a) <i>assist in the protection of adjacent amenity;</i> The proposal incorporates landscaping and screening at ground level, along with planters on all levels including the rooftop terrace, to assist in softening the built form and enhancing privacy. Views from the lower levels toward adjoining properties are limited by the low rooflines of neighbouring dwellings, while views from the upper levels are constrained by steep viewing angles and the lower height of surrounding buildings. (b) <i>allow for access around the building;</i> The proposed development provides sufficient setbacks at ground level to enable access around the building with the exception of the foyer wall. In this case, a low maintenance external treatment may be applied. (c) <i>contribute to the streetscape character; and</i> The development features a highly aesthetic design that incorporates a mix of materials, textures, and colours, along with an articulated form and integrated landscaping that together create strong visual interest when viewed from the street, Goodwin Park, and adjoining properties. (d) <i>allow for on-site car parking.</i>	
AO1																																
Setbacks are as follows:																																
Setback	Minimum distances measured in metres (m)																															
	Height	Setback																														
Front for covered car parking (excluding a basement)	all	6m																														
Front (excluding covered car parking)	up to 23m	4m																														
	for that part exceeding 23m	6m																														
Side and rear	up to 4.5m	1.5m																														
	for that part between 4.5m – 7.5m	2m																														
	for that part exceeding 7.5m	an extra 0.5m is added for every 3m in height or part thereof over 7.5m.																														
Between on site habitable buildings (where not attached)	Double the applicable side setback.																															

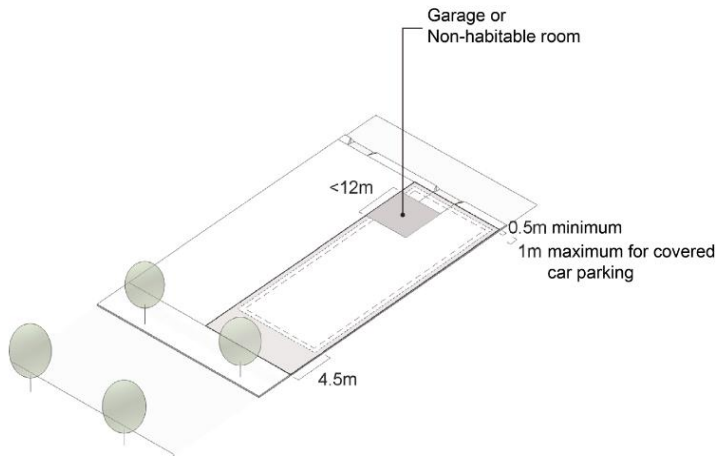
Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use	
	OR Setbacks for Dwelling houses on small lots:		The development complies with car parking requirements, with all car parking spaces provided at ground level.		
	Setback	Minimum distances measured in metres (m)			
	Front	4.5m to wall and balcony			
	Secondary frontage of corner lot	4m (not including projections up to 2m)			
	Covered car parking (not applicable to the rear lane access)	1m behind front wall or balcony; and 6m from the frontage where vehicles access the lot.			
	Side and rear (not applicable to the secondary frontage of corner lots)	Height			Setback
		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					

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
			of 12m where no single part exceeds 6m in length; and (c) at least 1m separatio n from a habitable window of a neighbou ring dwelling.		

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
		for that part between 4.5m – 7.5m	1.5m to wall and balcony 1m to outermost projection		
		for that part exceeding 7.5m	2m to wall and balcony 1.5m to outermost projection		
	Rear lane	0.5m minimum 1m maximum for covered car parking			
	OR For development on rear lots the setback is 3m from all boundaries.				
					

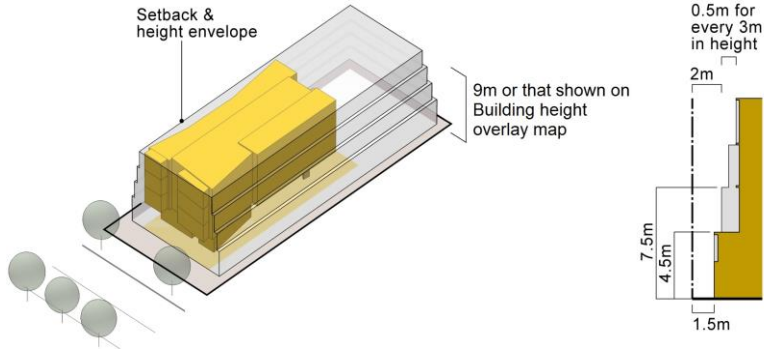
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Figure 6.2.2-1 Illustration showing Medium density residential zone setbacks and site cover outcomes (excludes Dwelling houses on small lots)			
 * For Class 10 buildings and/or non-habitable rooms, 0m setback permitted - subject to design criteria			
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 <u>either</u> 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: (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.	A02 Site cover does not exceed 50% for Dwelling houses on lots with areas equal to or greater than 400m² and Dual occupancies. OR Site cover does not exceed 60% for Dwelling houses on lots less than 400m². 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;	COMPLIES WITH PO2 (a) <i>is balanced between built form and green areas for landscaped private open space;</i> The development incorporates landscaping at ground level along the site frontage, adjacent to the car parking spaces, and to the rear of the site. On Level 2, landscaping is provided on the balconies and a planter adjacent to the lobby. On Levels 3 to 9, planters are incorporated adjacent to the lobby, along the dining areas, and beside the lift. At the rooftop level, landscaping is provided along both the eastern and western edges, enhancing visual interest and amenity. (b) <i>contributes to neighbourhood character and</i>	

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
	and (c) 30% of net site area or 750m² per building, whichever is the lesser, above 15 storeys.	<i>amenity;</i> The development features a design that reflects the emerging character of the neighbourhood. It presents an attractive, highly articulated building carefully designed to minimise impacts on adjoining properties. The strategic positioning of balconies overlooking the street and adjacent park reduces direct views into neighbouring residences, thereby protecting privacy. (c) <i>promotes slender bulk form;</i> The tower element has a slender form with dimensions of 45.29m x 10.02m. (d) <i>promotes an open, attractive and distinct skyline; and</i> The development promotes an open, attractive and distinct skyline through its articulated and slender built form with integrated landscaping. (e) <i>facilitates small, fast moving shadows.</i> The shadow diagrams demonstrates that the development generally casts as small and fast-moving shadows as reasonable possible whilst achieving a functional and attractive built form. Shadow impacts on adjoining properties are limited to select times of the day during winter only.	
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	AO3 No acceptable outcome provided.	ALTERNATIVE SOLUTION The application is subject to Impact assessment due to exceeding the Code assessable building height. Please refer to Section 4.1.1 of the Planning Assessment Report for an overview of the building height, and Section 7.2.1 which demonstrates compliance with Specific Outcome 3.3.2.1(9) of the Strategic Framework (the 'uplift provisions').	

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
(b) a partial third storey if within 9m.			
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 Free standing garages and carports are not proposed.	

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 6.2.2-5 Illustration showing Medium density residential zone setbacks and height outcomes (excludes Dwelling houses on small lots)			
Density			
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 400m². OR For Residential care facilities and Retirement facilities there is no performance outcome provided. OR For Rooming accommodation, accommodating more than four unrelated	AO5 No acceptable outcome provided.	COMPLIES WITH OVERALL OUCTOMES 2(A)(II), (B) AND (C) the prescribed residential density as indicated on the overlay map is 1 bedroom per 50m². The proposed development comprises nine dwellings, including two 3-bedroom and seven 4-bedroom apartments, resulting in a total of 34 bedrooms. With a site area of 705m², this equates to a residential density of 1 bedroom per 20.7m². However increased density is supported by the site's proximity to a major centre which provides a range of services, retail and commercial uses, and easy walking distance to parks, beachfront, surf clubs and the main street of Coolangatta. It is also well-served by existing infrastructure provision and transport opportunities, and aligns with the overall outcomes and purpose of the code to facilitate increased density in appropriate locations.	

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
people, density does not exceed one bedroom per 133m ² .			
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. 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.	AO6 Calypso Bay precinct No acceptable outcome provided.	NOT APPLICABLE The 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 <u>either</u> the performance outcome or overall outcome	Internal use																		
Lot design (for subdivision only)																					
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.	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:	NOT APPLICABLE Subdivision is not proposed.																			
	<table><tr><th>Residential density overlay map designation</th><th>Minimum lot size</th></tr><tr><td>RD1</td><td>400m²</td></tr><tr><td>RD2</td><td>300m²</td></tr><tr><td>RD3</td><td>250m²</td></tr><tr><td>RD4</td><td>200m²</td></tr><tr><td>RD5</td><td>125m²</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>			Residential density overlay map designation	Minimum lot size	RD1	400m ²	RD2	300m ²	RD3	250m ²	RD4	200m ²	RD5	125m ²	RD6	No minimum	RD7	No minimum	RD8	No minimum
	Residential density overlay map designation			Minimum lot size																	
	RD1			400m ²																	
	RD2			300m ²																	
	RD3			250m ²																	
	RD4			200m ²																	
	RD5			125m ²																	
	RD6			No minimum																	
	RD7			No minimum																	
	RD8			No minimum																	
	Note: Lot sizes referenced must be determined exclusive of access strip or access easement area for rear lots.																				

Lot design within the Ridges and significant hills protection overlay area (for subdivision only)			
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	AO8.1 The minimum lot size is 600m ² .	NOT APPLICABLE Subdivision is not proposed.	
	AO8.2 Minimum road frontage is 17m.	NOT APPLICABLE Subdivision is not proposed.	

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
code; and (b) address site constraints.	OR Minimum road frontage is 4.5m for a rear lot.		
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 The proposal is for residential use.	

City Plan code template

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

Please note:

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

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

9.4.4 General development provisions code

9.4.4.1 Application

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

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

9.4.4.2 Purpose

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

- (g) Development is connected to essential services and public utilities in accordance with infrastructure provider requirements.
- (h) Development is designed and located to ensure it does not adversely impact on Council infrastructure.

9.4.4.3 Specific benchmarks for assessment

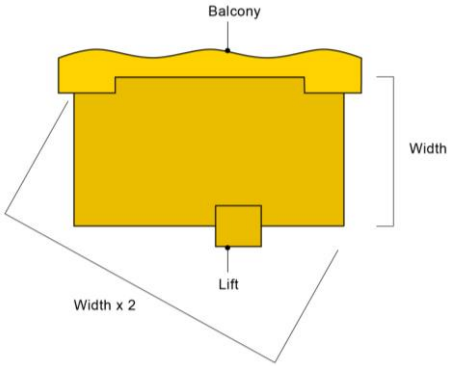
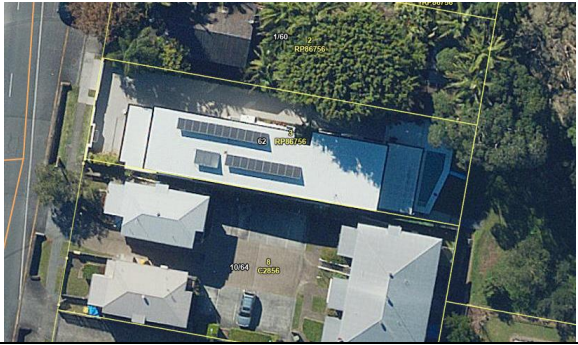
PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

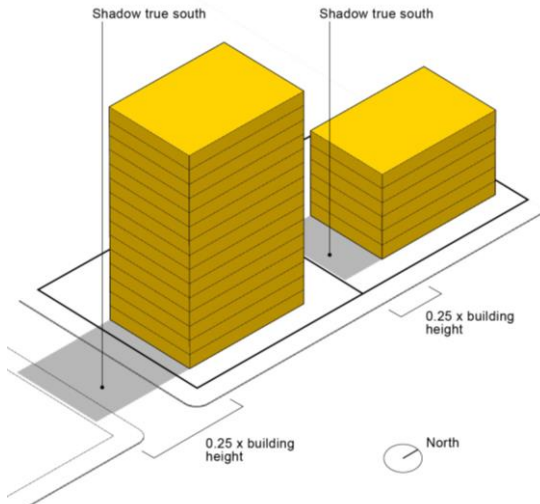
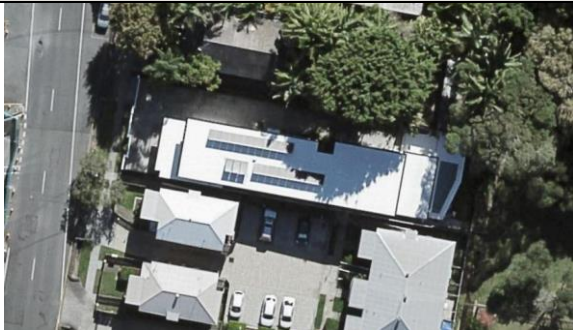
Table 9.4.4-2: General development provisions code – for assessable development

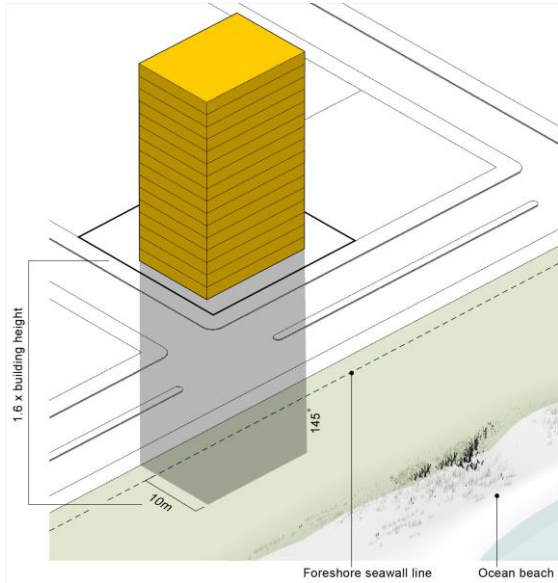
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Amenity protection			
PO1 Development mitigates any negative effects to amenity, health and safety from existing surrounding activities having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminated substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	AO1 No acceptable outcome provided.	COMPLIES WITH PO1 The proposal is for a multiple dwelling which is consistent with the existing land uses in the surrounding area which comprises of a mix of dwelling houses and multiple dwellings. No negative impacts on amenity, health, or safety from surrounding activities are anticipated.	
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise;	AO2 No acceptable outcome provided.	COMPLIES WITH PO2 The proposal is for a multiple dwelling which is consistent with the existing land uses in the surrounding area which comprises of a mix of dwelling houses and multiple dwellings.	

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
(b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminating substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.		The development has being designed to ensure an appropriate standard of amenity is achieved in the context of the urban infill development intended for the site. Any increase in traffic generation is reasonable in the context of the area, and sufficient off-street resident and visitor parking is proposed. Noise impacts are within the reasonable impacts for a residential development as outlined in the accompanying Acoustic assessment. The development is visually attractive within the residential setting. Privacy is not unreasonable impacted given the use of fences and screening where required, and prominent view lines directed to the street and Goodwin Park (not adjoining properties' private open space.	
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 site is not located adjacent to the Pacific Motorway or 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	COMPLIES WITH AO4.2 A Statement of Landscape Intent accompanies this application. AO4.2 - NOT APPLICABLE	

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
	policy – Landscape work where landscape works are proposed to be undertaken on land that is or is intended to be, public open space.		
Building services			
PO5 All mechanical equipment is located and housed so as not to cause disturbance to residents within or adjoining the development.	AO5 For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences: The mechanical equipment, including air-conditioning plant and swimming pool pumps, is incorporated within the building. OR The mechanical equipment, including air-conditioning plant and swimming pool pumps, is housed external to the principal building and: (a) is contained within a solid structure; and (b) located no closer than 1.5m to any site boundary.	CAN COMPLY WITH AO5 Detailed design is yet to be completed, however a suitable condition of approval may be applied requiring any mechanical equipment for the development to be appropriately located and screened from view.	
Casual surveillance and lighting			
PO6 Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime.	AO6 No acceptable outcome provided.	COMPLIES WITH PO6 The proposal provides the units with balconies and windows that overlook public areas to facilitate casual surveillance.	
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 WITH AO7 Lighting is of a domestic scale with no unreasonable impacts.	
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 <u>either</u> 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 WITH PO8 As shown in the shadow diagrams, shadows predominately affect Dutton Street and a small portion of Goodwin Park for short periods during winter and summer, with impacts on adjoining properties to the south (62, 64 and 66 Dutton Street) limited to the winter period. There are no shadow impacts on these properties during summer. In the context of the desired midrise development in this area, shadowing impacts are unavoidable. The plans include shadow diagrams for both a Code assessable 23m high building and the proposed 33.15m building. Even a Code assessable building would result in shadowing of 62 and 64 Dutton Street with increased shadowing as a direct result of the increased height having minimal impact. The increased shadowing affects the southern part of 64 Dutton St and a small part of the driveway of 66 Dutton St during the middle of the day in winter only. 62 Dutton St does not appear to have any outdoor private open spaces (e.g. north facing balconies) that would be affected, while the pool at the rear of the building appears to be affected by shadowing already as a result of the associated building, and existing trees within 60 Dutton Street and Goodwin Park. 	
	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.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	 Figure 9.4.4-2 Illustration showing southern shadow outcome	 West facing balconies to the units at 64 Dutton Street will be impacted in the morning (western units) and afternoon (eastern units) during winter. However, as noted, impacts are limited to winter, and even then solar access remains for a reasonable period of the day. In our view, a more modest 4-5 storey building would impact 64 Dutton Street and the impacts are not unreasonable in the context of a Medium density zoned site with an intention for a mid-rise apartment building.	
	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 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	NOT APPLICABLE The site is not located near the ocean beach or	

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
	foreshore when the shadow has a bearing of 145° east of true north and the length of the shadow is 1.6 times the height of the building as measured from the ground level to the top of the topmost storey. Note: For the purpose of this acceptable outcome, the ocean beach is defined as that area east of a line 10m east of and parallel to the foreshore seawall line and the Broadwater foreshore is defined as that area east of the leading edge of the revetment wall.  Figure 9.4.4-3 Illustration showing ocean beach and Broadwater foreshore shadow outcome	Broadwater foreshore.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO8.5 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 site is not located near a riverside public open space reserve.	
Earthworks and treatment of retaining walls			
PO9 Earthworks and retaining walls associated with the development do not create a negative visual impact upon neighbouring properties or the streetscape.	AO9 Retaining walls and batters comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards.	COMPLIES WITH AO9 Nominal retaining walls of 0.3 to 0.5m high to the side boundaries at the rear are anticipated. The walls are subject to detailed design but are expected to comply with the land development guidelines.	
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 WITH AO10 Michael Bale and Associates have prepared a Stormwater Management Plan (refer Section 4 – Specialist Reports) that demonstrates compliance with all necessary state and local government policies.	
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	COMPLIES WITH AO11 The development will be connected to necessary services as outlined in the Engineering Services Report	

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
	precinct), Open space, Rural or Rural residential zones.		
PO12 Development is undertaken in accordance with the Performance Criteria specified in the <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure</i> .	AO12 Development is undertaken in accordance with the Acceptable Solutions specified in the <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure</i> .	COMPLIES WITH AO12 There is an existing stormwater main traversing the site from Dutton Street and terminating in Goodwin Park. It runs adjacent to the northern side boundary. The development has been designed to cantilever over the main with all supporting pillars sufficiently separated from the main and a vertical clearance of at least 2.4 in accordance with MP1.4. Please refer to the engineering assessments prepared by Michael Bale and Associates (refer Section 4 – Specialist Reports) for more details.	
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 WITH AO13 A site analysis plan accompanies this application.	

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
	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 <u>either</u> 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.	COMPLIES WITH PO1 Please refer to the assessment prepared by Michael Bale and Associates (refer Section 4 – Specialist Reports).	
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 <i>Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008</i> . (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	COMPLIES WITH AO2 / PO2 Please refer to the assessment prepared by Michael Bale and Associates (refer Section 4 – Specialist Reports).	

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
	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 <i>Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008</i>. (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 the <i>Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008</i>. 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 <u>either</u> 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 <i>Schedule 1 of the Environmental Protection (Water) Policy 2009</i>. Water quality objectives are locally specific and vary between and within river catchments. Note: A stormwater quality management plan prepared by a suitably qualified person in accordance with SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards, is Council's preferred method for addressing this performance outcome.	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%.	COMPLIES WITH AO3.1 / 3.2 Please refer to Section 6 of the SWMP prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
	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.		
	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.	NOT APPLICABLE	
Waterway stability			
PO4 In-stream erosion, downstream of urban	AO4 Post-development peak 0.632 Annual	PLEASE REFER TO THE SWMP PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 –	

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
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.	SPECIALIST REPORTS).	
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.	COMPLIES WITH AO5 Please refer to the SWMP prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
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	COMPLIES WITH AO6 Please refer to the SWMP prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	

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
	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 <i>Building Code of Australia</i> .	PLEASE REFER TO THE SWMP PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	
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.	COMPLIES WITH PO8 Please refer to the SWMP prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
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.	NOT APPLICABLE	

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
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.	PLEASE REFER TO THE SWMP PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	
	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.	PLEASE REFER TO THE SWMP PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	
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.	PLEASE REFER TO THE SWMP PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	
Maintenance access			
PO11 Maintenance access is provided for all stormwater management systems and considers:	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	PLEASE REFER TO THE SWMP PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(a) the 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.	requirements (slope).		
	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).	PLEASE REFER TO THE SWMP PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	
	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.	PLEASE REFER TO THE SWMP PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	
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 <i>Department of Primary Industries and Fisheries – Fisheries guidelines for Fish-friendly structures (2006)</i> .	NOT APPLICABLE	
	AO12.2 Stormwater drainage structures allow for	NOT APPLICABLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	the 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.		

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
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	
Dewatering management			
PO14 Dewatering occurs in accordance with an approved Dewatering management plan.	AO14 No acceptable outcome provided.	NOT APPLICABLE	
Woongoolba flood mitigation catchment area			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
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	

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.	PLEASE REFER TO THE SWMP PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	
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.	PLEASE REFER TO THE SWMP PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	

Table 9.4.5-3: Erosion hazard assessment

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

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	
Run-off entering the site		
Score 1 point if stormwater run-off is not diverted from entering the site or away from soil disturbance.	1	
Extent of site disturbance		
Score 2 points if the building works requires reshaping of the ground surface.	2	
Total Score		
Note: High erosion risk - if score 11 or greater, or five for any factor.		

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

Table 9.4.5-5: Stormwater design objectives

Construction phase stormwater design objectives	Notes
Drainage control	
Design life and design storm of temporary drainage works: (1) Disturbed area open for less than 12 months - 1 in 2 ARI. (2) Disturbed area open for 12-24 months - 1 in 5 ARI. (3) Disturbed area open for more than 24 months - 1 in 10 ARI.	• ARI = Average Recurrence Interval (see Engineers Australia document Australian Rainfall and Runoff). • Design capacity excludes minimum 150mm freeboard. • A higher drainage design objective may be required for temporary drainage structures upslope of occupied properties. • A revised drainage design storm may be required if these design objectives are found to be impracticable.
Erosion control	
(1) Stage clearing and construction works to minimise the area of exposed soil at any one time. (2) Effectively cover or stabilise exposed soils prior to predicted rainfall. (3) Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised using methods which will achieve effective short-term stabilisation. (4) Avoid or minimise large construction activities in the 'wet season'. (5) Divert water run-off from undisturbed areas around disturbed areas. (6) Use erosion risk ratings to determine appropriate erosion control measures.	• 'Wet season' means the high rainfall months, e.g. the four highest rainfall months. • For point 6, determine the erosion risk rating using local rainfall erosivity, rainfall depth, or soil loss rate or other acceptable method. A rating scale such as very low, low, moderate, high, extreme should be applied. Such ratings should reflect the local area. Example ratings may be shown in local council 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

¹For 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.

²Ultimate owner of the device and responsible for maintenance.

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

⁴The 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 <i>IPWEAQ standard drawing RS-051</i> 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.

City Plan code template

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

Please note:

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

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

9.3.13 Multiple accommodation code

9.3.13.1 Application

This code applies to assessing material change of use for development for Multiple dwellings, Short-term accommodation, Resort complexes, Residential care, Retirement facilities and Rooming accommodation uses up to 32 metres in height where indicated within **Part 5 Tables of assessment**.

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

9.3.13.2 Purpose

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

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

9.3.13.3 Specific benchmarks for assessment

Part A applies to accepted development subject to requirements.

Part B applies to assessable development.

PART A – ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS

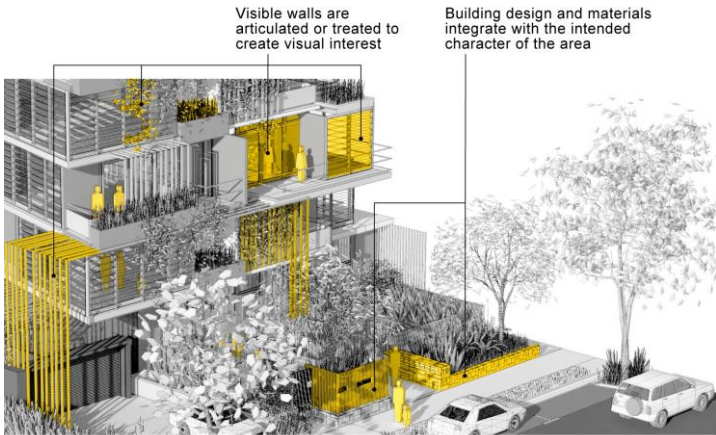
There are no requirements for accepted development for this code.

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Road frontage			
PO1 The site has sufficient frontage to ensure that: (a) safe and convenient vehicular and pedestrian access can be provided; and (b) adequate landscaping is provided adjacent to the road frontage.	AO1 The minimum road frontage is 20m.	COMPLIES WITH PO1 The site has a 14m road frontage which provides safe and convenient vehicular and pedestrian access, and the proposal has being designed to accommodate adequate landscaping within the frontage.	
PO2 The use is not established on a rear lot.	AO2 No acceptable outcome is provided.	COMPLIES WITH PO2 The proposed use is not established on a rear lot.	
Design and appearance			

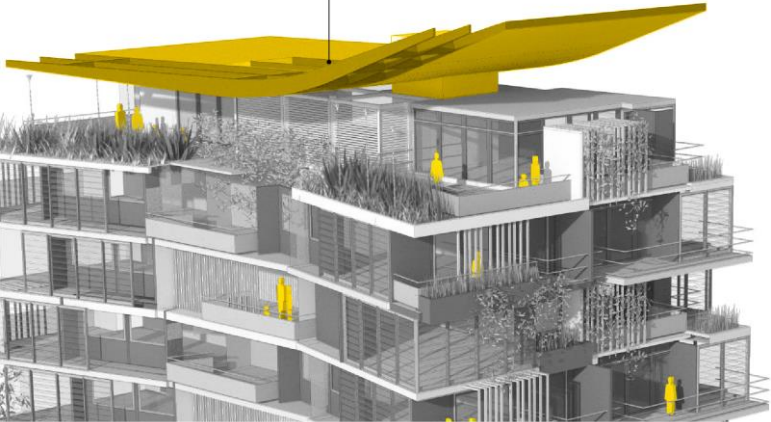
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO3 All buildings and ancillary structures are designed to: (a) contribute to the envisaged urban character of the local area; (b) promote casual surveillance of public streets, public open space and public areas; (c) add visual interest to the streetscape; (d) enable differentiation between buildings; and (e) avoid stark or austere appearance.	AO3.1 All development is oriented so as to address public streets, public open space and public areas.	COMPLIES WITH AO3.1 The development is oriented to address the street and Goodwin Park.	
	AO3.2 Buildings located on a street corner are to address both street frontages.	NOT APPLICABLE The 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 WITH AO3.3 The walls of the development are articulated to create visual interest and break up expanses of blank walls.	
	AO3.4 The building design and materials visually integrate with the prevailing or intended character of the area.	COMPLIES WITH AO3.4 The proposal incorporates a variety of materials and a building design that visually complements both the prevailing and emerging character of the area.	
	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.	CAN COMPLY WITH AO3.5 A suitable condition of approval may be applied.	

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
 Development oriented to address public streets, public open space and public areas Figure 9.3.13-1 Illustration showing Multiple accommodation outcomes where all development is oriented so as to address public streets, public open space and public areas			
 Visible walls are articulated or treated to create visual interest Building design and materials integrate with the intended character of the area Figure 9.3.13-2 Illustration showing Multiple accommodation outcomes where all visible walls are articulated to create visual interest			

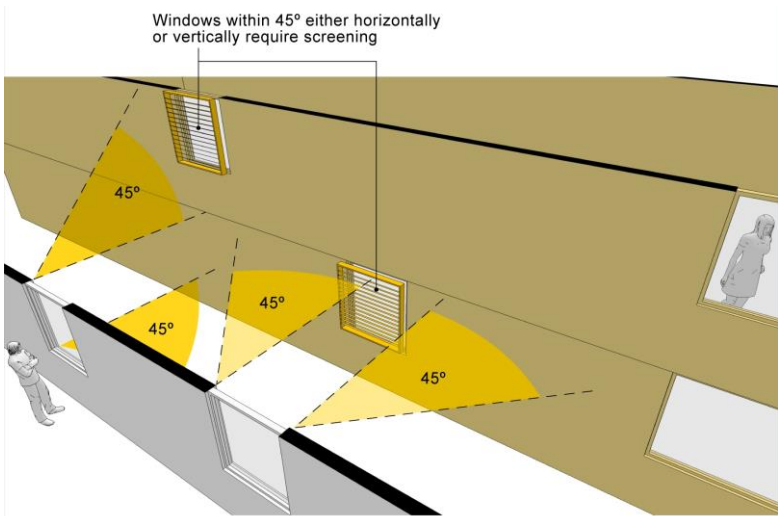
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
and the building design and materials visually integrate with the prevailing or intended character of the 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 WITH PO4 The proposal provides private open space for each unit through balconies, with rooftop recreation also provided for Units 8 and 9. All balconies are directly accessible from the primary living areas of each unit. The building is well-articulated and includes slab projections and batten screening to create shadowing and aid in cooling. Cross ventilation is achieved to each of the units to promote passive cooling.	

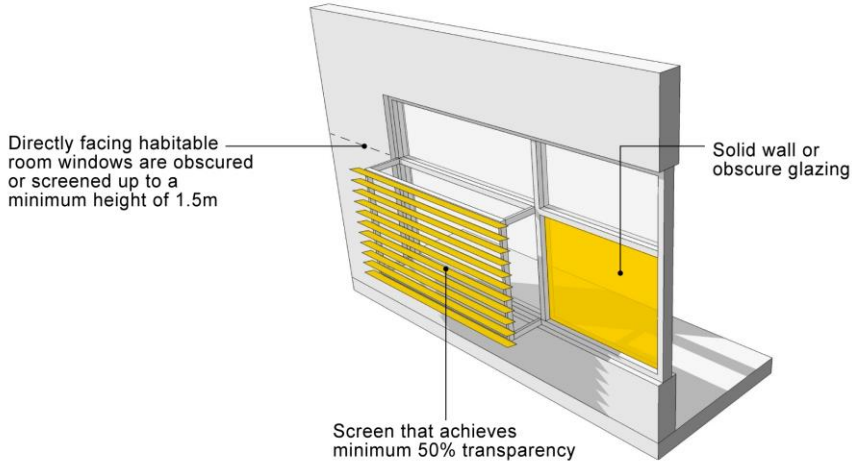
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Roof form for buildings with 3 or more storeys			
PO5 Building caps and rooftops are provided to contribute an attractive roofscape that enhances the architectural distinction of the building and effectively screens service structures, plant and equipment. Note: building height incorporates allowance for plant and equipment, attractive building caps and rooftop features.	AO5.1 Building caps and rooftops are provided to contribute an attractive roofscape that enhances the architectural distinction of the building	COMPLIES WITH AO5.1 The proposal includes a landscaped rooftop and central roof cap that enhances the visual appeal of the building.	
	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.	CAN COMPLY WITH AO5.2 A suitable condition of approval may be applied.	
	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 WITH AO5.3 The rooftop and roof form can be designed to accommodate future installations, such as satellite dishes or telecommunications equipment, in an unobtrusive manner.	
	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 WITH AO5.4 The rooftop area is designated private open space for Units 8 and 9. Plant and equipment can be designed and located accordingly. Additionally, landscaping is incorporated to enhance the attractiveness of the roofscape.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Building caps and rooftops provide an attractive roofscape  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 <u>either</u> the performance outcome or overall outcome	Internal use
Rooftop and roof form are designed for unobtrusive future inclusion of plant and equipment  Figure 9.3.13-4 Illustration showing Multiple accommodation outcomes for rooftop and roof form			
Ground floor and entry requirements for buildings with 3 or more storeys			
PO6 The ground floor entrance area is easily identifiable and built to a human scale.	AO6 No acceptable outcome provided	COMPLIES WITH PO6 The ground floor features a prominent and dedicated pedestrian entry along the southern side boundary to the centrally located foyer.	
Privacy			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO7 The building is designed to achieve an acceptable level of privacy for the occupants of the dwelling and neighbouring dwellings.	AO7.1 Habitable room windows do not directly face: (a) a habitable room window of another building within 10m; and (b) an access way, footpath or communal open space area within 3m. OR Habitable room windows: (a) have a fixed obscure glazing in any part of the window below 1.5m above floor level; (b) have privacy screens that cover a minimum of 50% window view. Note: 'directly face' means an angle within 45° either horizontally or vertically.	COMPLIES WITH PO7 Adjoining development includes 1-2 storey dwellings only and direct views are obscured by the proposed fencing and landscaping.	
	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.	NOT APPLICABLE The proposed balconies overlook Dutton Street and Goodwin Park. There are no 'direct' views to adjoining dwellings.	

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

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

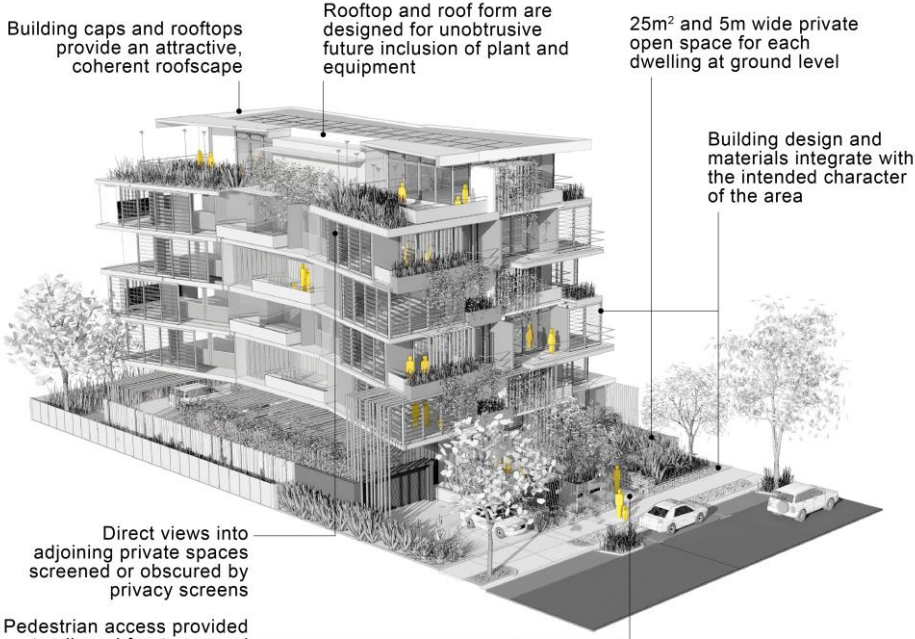
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Building caps and rooftops provide an attractive, coherent roofscape Rooftop and roof form are designed for unobtrusive future inclusion of plant and equipment 25m² and 5m wide private open space for each dwelling at ground level Building design and materials integrate with the intended character of the area Direct views into adjoining private spaces screened or obscured by privacy screens Pedestrian access provided to all road frontages and easily identified  The illustration shows a modern, multi-story residential building with a complex roofline featuring terraces and rooftop gardens. Callouts point to specific design features: building caps and rooftops for an attractive roofscape; rooftop and roof form for future plant and equipment inclusion; a 25m² and 5m wide private open space at ground level; building design and materials integrating with the area's character; direct views into adjoining private spaces screened by privacy screens; and pedestrian access provided to all road frontages and easily identified.		

Figure 9.3.13-7
Illustration showing Multiple accommodation outcomes

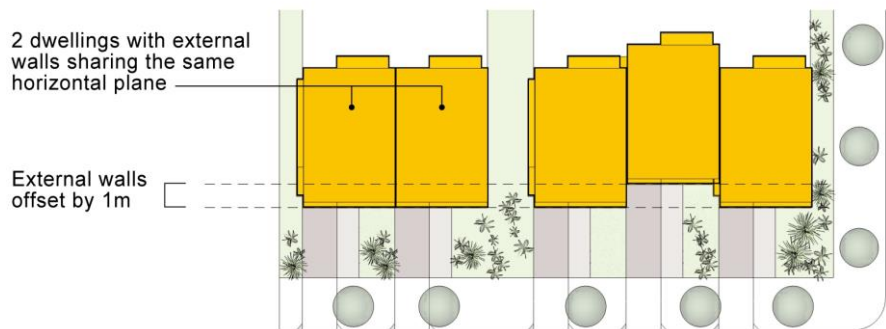
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Direct views into adjoining private spaces screened or obscured by privacy screens Where private space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

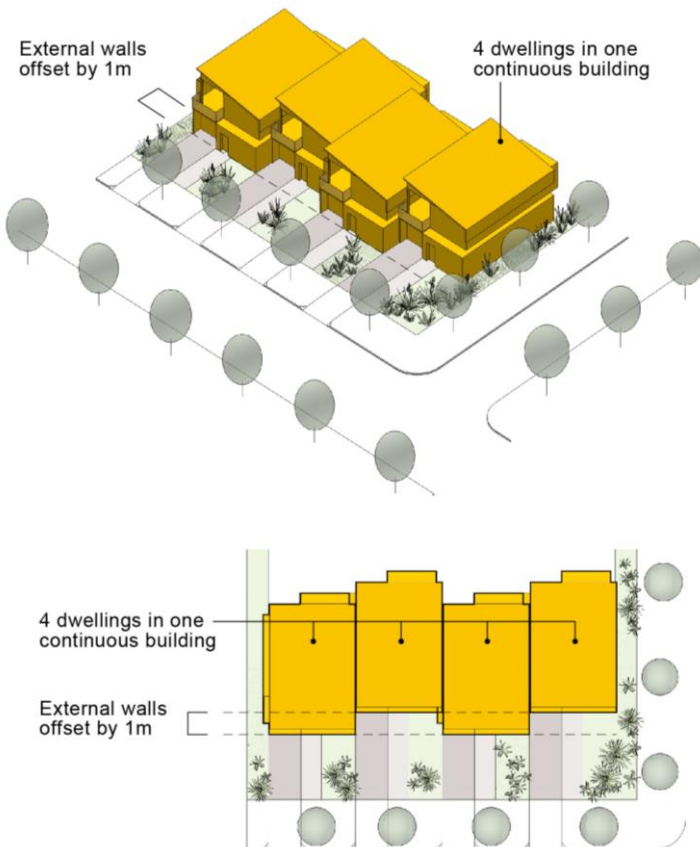
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use									
Private open space												
PO8 Development provides attractive, accessible and functional private open space for residents, which is designed for the subtropical climate, to maximise outdoor living opportunities and enhance amenity for residents.	AO8 If the dwelling is located above ground, private open space for each dwelling shall: (a) mitigate negative wind effects on intended users; (b) be accessible from the living room; and (c) be supplied at the following rates:	COMPLIES WITH PO8 The development provides attractive, accessible, and functional private open spaces for residents, designed specifically to suit the subtropical climate. Balconies are directly accessible from the primary living areas of each unit, maximizing opportunities for outdoor living. Design elements, including integrated landscaping and appropriate orientation, enhance the usability and amenity of these spaces, ensuring residents can comfortably enjoy private outdoor areas. All units comply with specified minimum dimensions and areas with the exception of Units 1 and 2 on Level 2. In these cases the balconies are a minimum of 2.9m and 14m² and are suitable proportioned as functional private open space.										
	<table><tr><th>No. of bedrooms</th><th>Minimum balcony area</th></tr><tr><td>1 bedroom and studio</td><td>9m² with a minimum dimension of 3m</td></tr><tr><td>2 bedrooms</td><td>12m² with a minimum dimension of 3m</td></tr><tr><td>3 or more bedrooms</td><td>16m² with a minimum dimension of 3m</td></tr></table>			No. of bedrooms	Minimum balcony area	1 bedroom and studio	9m² with a minimum dimension of 3m	2 bedrooms	12m² with a minimum dimension of 3m	3 or more bedrooms	16m² with a minimum dimension of 3m	
	No. of bedrooms			Minimum balcony area								
	1 bedroom and studio			9m² with a minimum dimension of 3m								
	2 bedrooms			12m² with a minimum dimension of 3m								
	3 or more bedrooms			16m² with a minimum dimension of 3m								
	OR If the dwelling is located at ground level, private open space for each dwelling: (a) has a minimum area of 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><tr><td>1, 2, 3 or more bedroom/studio</td><td>8m² with a minimum dimension of 2m</td></tr></table>	No. of bedrooms	Minimum balcony areas	1, 2, 3 or more bedroom/studio	8m² with a minimum dimension of 2m								
No. of bedrooms	Minimum balcony areas											
1, 2, 3 or more bedroom/studio	8m² with a minimum dimension of 2m											

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	OR For residential care facilities, no acceptable outcome provided.		
 Private open space is adjacent to its dwelling and accessible from the living room 25m² and 5m wide private open space for each dwelling at ground level Figure 9.3.13-9 Illustration showing Multiple accommodation outcomes for private open space			
Communal open space			
PO9 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,	AO9.1 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	NOT APPLICABLE The proposal includes nine dwellings does not require communal open space.	

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
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.	Bermuda Point precinct Principal communal open space areas are orientated to the north.		
	AO9.2 Where the development includes ten or more dwellings, communal open space (including any landscaped areas) is provided at a rate of 6.5m² per dwelling.		
	AO9.3 The communal open space required in AO9.2: (a) includes a communal open space area of at least 50% of the total open space requirement in one parcel and, this parcel is outdoors and has a maximum length to breadth ratio of 2.5:1; (b) has a gradient not exceeding one in ten; (c) is clear of all non-recreational structures, including clothes hoists, driveways, water tanks, car parking and garbage receptacles; (d) is readily safe, accessible and convenient to residents; (e) includes an area being at least 10% for deep planting; (f) is designed and located so that it is subject to casual surveillance; (g) utilises hard and soft landscape treatment; (h) is clearly separated from any private areas of the site; and (i) can include indoor recreation facilities such as gymnasiums.		

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO9.4 Where the communal open space is for a residential care facility or retirement facility, the open space is provided with outdoor facilities for the health and wellbeing of residents such as sheltered gardens, circuit walkways, gardening beds and a space of sufficient size for a resident to take a visiting family with young children.	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 Townhouses are not proposed.	
	AO10.2 The number of dwellings in the one continuous building does not exceed four.	NOT APPLICABLE Townhouses are not proposed.	
 2 dwellings with external walls sharing the same horizontal plane External walls offset by 1m Figure 9.3.13-11 Illustration showing Multiple accommodation outcomes for additional design and appearance requirements for multiple dwellings comprising townhouses			

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

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
Pedestrian access			
PO11 Safe and convenient access is provided for pedestrians.	AO11.1 Pedestrian access is provided to all road frontages and is easily identified.	COMPLIES WITH AO11.1 Pedestrian access is provided from the Dutton Street frontage and is easily identified.	
	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 WITH AO11.2 Footpaths are proposed as required including to Dutton Street and Goodwin Park.	
 Pedestrian access provided to all road frontages and easily identified			
Figure 9.3.13-13 Illustration showing Multiple accommodation outcomes for pedestrian access			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Car park areas			
PO12 The car parking area and associated structures do not dominate the street frontage of the development.	AO12 No acceptable outcome provided.	COMPLIES WITH PO12 The proposed development provides onsite car parking on the ground level which is screened as to not dominate the 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 Townhouses are not proposed.	
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 WITH AO14.1 The proposed dwellings are above ground level and are provided with balconies that provide clear lines of sight towards the street frontage and adjacent public space.	
	AO14.2 Lighting is provided to driveways, property entrances, pathways, communal service areas, car-parking areas, lobbies stairwells, steps and ramps.	WILL COMPLY WITH AO14.2 Lighting will be provided as necessary.	
	AO14.3 Entrances and exits to the street are directly accessible, illuminated and highly visible from public areas.	COMPLIES WITH AO14.3 Entrances and exits to the street are directly accessible and highly visible from public areas.	
	AO14.4 Dead-end corridors, alleyways, pathways and refuse areas are secured to prevent unauthorised access.	COMPLIES WITH AO14.4 Pathways and refuse areas are secured to prevent unauthorised access.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
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 WITH PO15 The development contributes to a diverse mix of housing sizes and affordability outcomes in the broader area.	
 Development provides clear lines of sight			
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 Developments that have 26 units or more include a community meeting room and one or more of the	NOT APPLICABLE The proposal 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 <u>either</u> the performance outcome or overall outcome	Internal use
	following: (a) community vehicle; (b) on-site personal care; (c) on-site meal service; and (d) recreational facilities, in addition to the communal open space requirements in PO9 .		

City Plan code template

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

Please note:

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

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

9.4.14 Vegetation management code

9.4.14.1 Application

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

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

The requirements for accepted development in Part A of this code provide guidance on what is considered acceptable damage to assessable vegetation before it becomes assessable development. Each required outcome in Part A will apply to a particular circumstance. The table below outlines the applicable provision relating to the type of damage.

Damage type	Provision(s)
Vegetation close to property boundaries	RO1 – RO2
Vegetation close to buildings	RO3
Vegetation close to pool fencing	RO4
Pest species vegetation	RO5
Threatening vegetation	RO6
Damage to vegetation for fire safety	RO7
Damage on agricultural land	RO8

Damage type	Provision(s)
Vegetation maintenance	RO9
All damage not described in the required outcomes	PO1

Note: The required outcomes in Part A of this code will not apply to vegetation that is identified under a vegetation protection order or planted as an approved landscape plan or condition of approval.

Note: For general guidance on pruning and managing the growth of vegetation refer to *AS 4373–2007 Pruning of amenity trees*.

Note: Vegetation clearing must not result in harm to native wildlife. Where native wildlife is present it is recommended that a licensed wildlife spotter catcher be employed to oversee works.

9.4.14.2 Purpose

- (1) The purpose of the Vegetation management code is to provide for the protection and management of assessable vegetation.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Vegetation of environmental, historical, cultural, visual and character significance is retained.
 - (b) Vegetation is retained to provide habitats for threatened flora and fauna, prevent erosion and ensure slope stabilisation.
 - (c) Damage to assessable vegetation is only undertaken if it directly obstructs approved development or is a threat to persons or property.
 - (d) Vegetation management plans are prepared for development which has the potential to cause damage to vegetation.
 - (e) Any potential damage caused to vegetation by development is extensively investigated and mitigated.

9.4.14.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.14-2: Vegetation management 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
Vegetation management plan			
PO1 Damage to assessable vegetation does not occur where the vegetation: (a) provides habitats for threatened flora	AO1 A Vegetation Management Plan, prepared by a suitably qualified person, is submitted as part of an Operational Work (Vegetation	COMPLIES WITH AO1 The site is proposed to be redeveloped in accordance with the intentions of the Medium density residential zone code. To facilitate the development, clearing of vegetation is proposed	

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
and fauna; (b) is of historical, cultural or visual significance; (c) provides erosion prevention and slope stabilisation; (d) is necessary to maintain the character of the local area; or (e) assists in the conservation of the city's biodiversity. Note: A Vegetation Management Plan, prepared in accordance with SC6.8 City Plan policy – Environmental management plans is the Council's preferred method of addressing this performance outcome.	Clearing) application to show compliance with the Performance outcome. This plan includes, but is not limited to: (a) the location of the existing or approved dwellings, building or structures; (b) the location of waterways, ridge tops and steep slopes (greater than 25%) on and adjacent to the site; (c) the location of the assessable vegetation to which the damage is proposed, and reasonable particulars of its vegetation type, including species, height and girth and whether it is: • habitat for threatened flora and fauna; • of historical, cultural, character or visual significance; • essential for erosion prevention and slope stabilisation, including within waterway buffers; • significant to the conservation of the city's biodiversity; • vegetation that contributes to waterway and wetland health. (d) a statement of the reasons for the damage and any relevant factors associated with the purpose of the proposed damage; (e) particulars of how vegetation to be	with the MCU application. With regards to the items listed in PO1 – (a) The trees are not identified on any environmental overlay maps, and to the best of the knowledge of the applicant, they do not provide habitat for threatened flora or fauna; (b) To the best of the knowledge of the applicant, the trees do not have any historical, cultural or visual significance; (c) As noted, the site is proposed to be redeveloped and erosion control and slope stabilisation can be managed until construction commences; (d) As noted, the site is proposed to be redeveloped, and the intended urban character of the local area is addressed as part of the MCU component of the application; (e) The removal of the trees in the urban environment does not significantly impact on the city's biodiversity. Please refer to the Arborist assessment provided in Section 4 – Specialist Reports for full details.	

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
	retained will be protected during works in accordance with AS 4970–2009 <i>Protection of trees on development sites</i>; (f) particulars of how the vegetation is to be damaged and, if relevant, how the damaged material is to be removed or disposed of; (g) a plan indicating the location, size and species of replacement vegetation to compensate for the loss of damaged vegetation; and (h) a staging plan for clearing greater than 4ha of vegetation. Note: To remove a single tree on residential premises only a basic Vegetation Management Plan is required to be submitted to Council. The Vegetation Management Plan can be prepared by the property owner and may only require limited details about the above elements. Guidance on the content of a Vegetation Management Plan can be found in SC6.8 City Plan policy – Environmental management plans.		

City Plan code template

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

Please note:

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

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

9.4.2 Driveways and vehicle crossings code

9.4.2.1 Application

This code applies to assessing operational work for vehicle access works and material change of use for any development involving vehicle access works where indicated within **Part 5 Tables of assessment**.

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

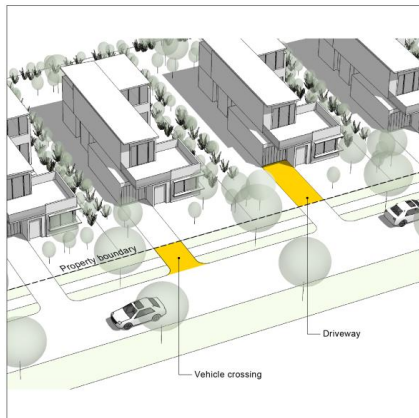


Figure 9.4.2-1

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

9.4.2.2 Purpose

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

9.4.2.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use	
Design				
PO1 The driveway is designed in accordance with the applicable requirements in <i>AS2890:2009 – Parking Facilities</i> .	AO1 No acceptable outcome provided.	COMPLIES WITH PO1 The proposed driveway meets the requirements of <i>AS2890.1:2004</i> and <i>AS2890.2:2018</i> . For further details in this regard refer to Section 5 of Geleon Traffic and Transport Assessment report 50952-RP01-A .		
PO2 Design of the vehicle crossing is certified by a RPEQ confirming compliance with: (a) <i>Disability Discrimination Act 1992</i> ; (b) Applicable requirements in <i>AS2890: 2009 – Parking Facilities</i> ; and (c) <i>QUDM (Queensland Urban Drainage Manual)</i> .	AO2 The vehicle crossing is designed in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards .	COMPLIES WITH AO2 The proposed vehicle crossing has been designed generally in accordance with IPWEA Standard Drawing No. ‘ <i>RSD-100 – Vehicle crossings, residential driveways</i> ’ as stipulated in SC6.12 City Plan policy – Land development guidelines. For further details in this regard refer to Section 5 of Geleon Traffic and Transport Assessment report 50952-RP01-A .		
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:	COMPLIES WITH AO3 The vehicle crossing has been located to avoid damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure. Where required, utility services will be relocated. The proposed vehicle crossing will require the removal of kerb and channel along the Dutton Street frontage. The vehicle crossing servicing the existing		
	Instance			Minimum distance
	Traffic management devices and transport services, stormwater management devices, power supply services and			1m

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	telecommunication supply services		properties will be demolished and the kerb and channel reinstated.	
	Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)	300mm (horizontal distance)	For further details in this regard refer to Section 5 of Geleon Traffic and Transport Assessment report 50952-RP01-A .	

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Maximum number of vehicle crossings				
PO4 The number of vehicle crossings are minimised to avoid loss of streetscape elements and on-street car parking spaces and to prevent adverse interference with: (a) the safety, capacity and operations of the existing or planned road network; and (b) cycleways or pedestrian footpaths.	AO4 The maximum number of vehicular crossings per site, for the following land uses, is as follows:		COMPLIES WITH AO3 The development proposes one access from Dutton Street. The vehicle crossing servicing the existing residential properties will be demolished and the kerb and channel reinstated. For further details in relation to the location and form of the proposed vehicle crossing, refer to Section 5 of Geleon Traffic and Transport Assessment report 50952-RP01-A .	
	Land use	Maximum number of vehicle crossings		
	Dwelling house	1 OR 2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 7m between the crossings		
	Dual occupancy Multiple dwelling	1 OR 2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 7m between the crossings		
	Non-residential use	2		
	Note: the maximum number of vehicle crossings and separation distance is shown above unless otherwise approved in a current development approval.			
Separation distances				
PO5 Vehicle crossings are appropriately separated from other vehicle crossings and side property boundaries to prevent interference	AO5 Vehicle crossings are separated from:		COMPLIES WITH AO5 A separation of greater than 1.0m is achieved to the nearest vehicle crossing and property boundary. For further details in relation to the location and form of the proposed vehicle crossing, refer to Section 5	
	Instance	Minimum distance (m)		
	Vehicle crossings on adjoining	1m		

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
with: (a) the safety, capacity and operations of the existing or planned road network; (b) adjoining properties; and (c) cycleways or pedestrian footpaths.	properties		of Geleon Traffic and Transport Assessment Report 50952-RP01-A.	
	Any side property boundary:			
	for residential development with approved built-to-boundary setback	0.5m		
	for all other developments	1m		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Location			
PO6 Vehicle access to a public roadway is safe and does not compromise the efficiency, function, convenience of use or capacity of the road network.	AO6.1 The location of the vehicle crossing to a public roadway is consistent with the applicable requirements in <i>AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking</i> and <i>AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	COMPLIES WITH AO6.1 The location of the vehicle crossing is consistent with <i>AS2890.1:2004</i> . For further details in relation to the proposed vehicle crossing, refer to Section 5 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	
	AO6.2 No new vehicle crossings are created on roads identified on the Functional road hierarchy as shown on the Zone maps or the Pacific motorway service road types overlap map .	COMPLIES WITH PO6 The development proposes one access from Dutton Street which is the development's only road frontage and not listed on Council's Functional road hierarchy.	
PO7 Driveways and vehicle crossings: (a) ensure existing street trees within the verge are retained; (b) provide an appropriate separation distance to existing street trees within the verge in accordance with <i>AS4970:2009 – Protection of trees on development site</i> ; and (c) retain space for the future planting of street trees within the verge in accordance with SC6.13 City Plan policy – Landscape work . Note: The location of the driveway and vehicle crossing is considered at the design stage of the development.	AO7 No acceptable outcome provided.	COMPLIES WITH PO7 The proposed vehicle crossing location has been designed to ensure existing street trees within the verge are retained, provide an appropriate separation distance to existing street trees within the verge in accordance with <i>AS4970:2009 – Protection of trees on development site</i> and retain space for the future planting of street trees within the verge in accordance with SC6.13 City Plan policy – Landscape work . For further details in relation to the proposed vehicle crossing, refer to the plans of development and Section 5 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	
Sight distances and lines			

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
PO8 Vehicle crossings are designed to provide safe travel for vehicles, cyclists and pedestrians.	AO8 Vehicle crossings are designed to provide sight distances and lines in accordance with <i>AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	COMPLIES WITH AO8 At the proposed access, Minimum Gap Sight Distance (MGSD) requirements can be achieved. For further details in this regard, refer to Section 5 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	

City Plan code template

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

Please note:

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

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

9.4.12 Solid waste management code

9.4.12.1 Application

This code applies to assessing material change of use for development requiring waste management where indicated within **Part 5 Tables of assessment**, unless the use is Caretaker's accommodation, Car wash, Community residence, Dwelling house, Dual occupancy, Environmental facility, Home based business, Landing, Major electrical infrastructure, Park, Parking station, Permanent plantation, Roadside stall, Sales office, Substation or Telecommunications facility.

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

9.4.12.2 Purpose

- (1) The purpose of the Solid waste management code is to ensure development provides appropriate solid waste and recycling storage and servicing facilities.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development provides waste and recycling storage and servicing points that are safe, convenient, efficient, appropriately sized, and minimise disruption to traffic.
 - (b) Waste and recycling storage and servicing facilities minimise risk to public health and the environment.
 - (c) The location and design of waste and recycling storage and waste servicing points protect the amenity of occupants and adjoining properties.
 - (d) Development provides suitable waste management measures in non-serviced areas.

9.4.12.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.12-1: Solid waste management 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
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 .	COMPLIES WITH PO1. The proposed development includes a waste storage room of sufficient size to accommodate the required bins / containers. The development will require the provision of three 360L wheelie bins to manage general waste and two 360L wheelie bins to manage recycling waste. The waste storage room has been designed to achieve a minimum 1m ² area for each container. For further details refer to Section 3.5 of Geleon Waste Management Plan Report 50952-RP02-A .	
	AO1.2 Waste and recycling storage points are located, designed and sized consistent with SC6.16 City Plan policy – Solid waste management .	COMPLIES WITH PO1. In total, five 360L wheelie bins including three 360L wheelie bins for general waste and two 360L wheelie bins for recycling waste are required to accommodate the expected waste generation of the development. This can be accommodated within the proposed waste storage room within the ground floor level car park and avoids the need for an additional temporary waste storage room near the Dutton Street road frontage where landscaping, civil services and visitor car parking are required. There is also sufficient kerbside area available to store five wheelie bins along the development's road frontage for collection, clear of the vehicle crossing.	
	AO1.3	COMPLIES WITH PO1. The provision of wheelie bins instead of bulk bins and a waste chute is considered a safe, convenient,	

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
	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.	efficient and appropriate arrangement for the type and volume of waste generated. The building has nine storeys with lift and stair access to the ground floor level within 60m walking distance. It is therefore not considered unreasonable for residents to transfer waste from the units directly to the wheelie bins on the ground floor levels especially given residents will typically travel to the ground floor level car park when leaving the development site. For further details refer to Section 3.0 of Geleon Waste Management Plan Report 50952-RP02-A.	
	AO1.4 Development that includes a commercial kitchen or generates clinical or related waste incorporate additional waste facilities consistent with SC6.16 City Plan policy –Solid waste management.	Not applicable.	
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.	COMPLIES WITH AO2. The waste storage room on the ground floor level is to be fitted with a hose cock and drained to the sewer in accordance with the City Plan Waste Management Policy. For further details, refer to Section 3.5 of Geleon Waste Management Plan Report 50952-RP02-A.	
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	AO3.1 Direct unobstructed paths exist between waste and recycling storage and servicing points and road frontages.	COMPLIES WITH AO3.1. The refuse bins will be transferred from the waste storage room to the kerbside collection point by the site manager / members of the body corporate committee / residents.	

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
nuisance to occupants of the development or adjoining properties.		For further details in relation to the proposed refuse collection procedure, refer to Section 4.0 of Geleon Waste Management Plan Report 50952-RP02-A .	
	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.	COMPLIES WITH AO3.2. The proposed storage point is appropriately screened. For further details in relation to the proposed waste storage room, refer to Section 3.5 and 4.2 of Geleon Waste Management Plan Report 50952-RP02-A .	
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.	COMPLIES WITH AO4. The waste storage room and waste servicing point has been located, designed and sized in accordance with requirements stipulated in <i>SC6.16 City Plan policy – Solid waste management</i> . For further details in relation to the proposed refuse collection procedure, refer to Section 4.0 of Geleon Waste Management Plan Report 50952-RP02-A .	
Non-serviced areas			
PO5 Developments in non-serviced areas have appropriate solid waste management measures to adequately service the development.	AO5 No acceptable outcome provided.	Not applicable.	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Car parking and travel demand			
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,	AO1 Off- street car parking spaces are provided in accordance with the identified relevant table as follows:	COMPLIES WITH AO1 The total car parking requirement for the development is 20 car parking spaces comprising 17 resident spaces and three visitor spaces. In accordance with the National Construction Code – Volume 1 for a Class 2 building, there is no requirement to provide parking spaces for People with Disabilities. The development provides a total of 23 car parking spaces comprising 20 resident spaces via ten car stacker systems and three visitor spaces and therefore	

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
development: (a) maximises the efficiency of car parking provided; (b) reduces congestion and car dependency; and (c) encourages alternative transport options such as walking, cycling and the use of public transport. Note: For an increase in scale or intensity of an existing lawful use, this PO and AO applies to the extent of the increase, provided existing car parking areas are not reduced or disturbed.			complies with Council requirements. Refer to Section 4.0 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	
	Location	Off-street car parking rate		
	Centre zone and High density residential zone where nominated in the Transport hub area in Figure 9.4.13-1: Transport hub area	Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub		
	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		

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
	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.	COMPLIES WITH PO2 Access to the ground floor level car park will be restricted by a security gate. Visitor parking is provided in front of the security gate. For further details in this regard, refer to the plans of development.	
Servicing			
PO3 Development accommodates the required design service vehicle (including waste collection) in accordance with: (a) Table 9.4.13-8: Service vehicle requirements ; and (b) Table 9.4.13-9: Minimum class of service vehicle ; and (c) <i>AS2890.2: Parking facilities Part 2: Off-street commercial vehicle facilities</i> 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	AO3 No acceptable outcome provided.	COMPLIES WITH OO(a)(I) & (e)(II) Issues associated with providing a 4.5m vertical clearance for a MRV mean that an on-site standing area for an MRV cannot be accommodated. Therefore, compliance with AO3 and PO3 of the Transport Code cannot be achieved. However, the proposed development can comply with the overall outcomes, specifically OO(a)(I) & (e)(II) for the following reasons: for multiple dwelling units, groceries and large retail goods will typically be delivered by a van or SRV, while removalist activities will generally utilise a van, SRV or MRV. Therefore, provision has been made for an SRV on the ground floor level on the northern side of the driveway. Above the ground floor level driveway, a minimum 3.5m vertical clearance is achieved. A swept path assessment has been undertaken using AutoTURN software to demonstrate that an SRV can reverse into the standing area from Dutton Street, stand in the servicing area, and exit the development site in a forward gear. The swept path assessment also demonstrates that B99 passenger vehicles can enter and exit the development site in a forward gear if an SRV is parked on the ground floor level	

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
parking areas; and (vi) an efficient and safe traffic network.		- it is known that removalist / delivery companies generally ask their customers at the time of quoting about on site and on-street parking restrictions and availability. Given the site constraints, it is expected that residents undertaking full moves will consult with removalist companies regarding the parking availability in the vicinity prior to moving and recommend that an alternative smaller removalist vehicle be used - the nature of these units will be high-end owner occupier where residents are less likely to move frequently - the frequency of vehicles attending the site to deliver goods and undertake maintenance could occur weekly, however the demand for larger removalist vehicles is based on how often residents move. A review of census data from 2011 identified that approximately 8.34% of Australian residents move each year. When applied to all 9 units this equates to approximately one movement every 16 months (assuming all residents in each dwelling move together). Therefore, the demand for large removalist vehicles will be low, and - if in the rare occasion MRV servicing is required, this can be accommodated along Dutton Street however is likely to only be required once every 16 months. It is important to note that Council has recently approved an extensive list of multiple dwelling development's with MRV servicing on-street and SRV servicing on site e.g. PDA/2024/8, MCU/2023/348. For further details in this regard, refer to Section 5.3 of Geleon Traffic and Transport Assessment Report 50952-RP01-A.	
PO4 Development ensures that service vehicle	AO4 No acceptable outcome provided.	COMPLIES WITH PO4 A designated standing area for an SRV is provided	

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
routes to and from the development minimise impacts on residential safety and amenity.		within the ground floor car park to service the proposed development. For further details in this regard, refer to Section 5.3 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	
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 (2,000m ² or greater); and (f) Tourist attraction.	Not applicable - the development does not attract a high proportion of people using high frequency public transport.	
	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.	Not applicable - the development does not attract a high proportion of people using high frequency public transport.	
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.	COMPLIES WITH AO5.3 Refer to the plans of 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
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 .	COMPLIES WITH AO7.1 The total bicycle parking requirement for the development is 10 spaces including nine Class 2 spaces and one Class 3 space. The development provides a total of 10 bicycle parking spaces comprising nine resident spaces (Class 2) and one visitor space (Class 3). For further details in this regard, refer to Section 4 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	
	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.	Not applicable - end-of-trip facilities are not required for a multiple dwelling land use.	
	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 <i>AS2890.3: Parking facilities Part 3: Bicycle parking</i> .	COMPLIES WITH AO7.3 Bicycle parking will be appropriately signed in accordance with relevant Council requirements.	
	AO7.4 Off-street bicycle parking areas are: (a) clear of pedestrian movement paths; (b) visible from the street to allow casual surveillance; (c) located clear of vehicle movement;	COMPLIES WITH AO7.4 Refer to plans of development and Section 4 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(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 <i>AS2890.3: Parking facilities Part 3: Bicycle parking</i> .		
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.	COMPLIES WITH AO8.1 Refer to the plans of development.	
	AO8.2 Pathways are to be designed and constructed in accordance with AS 1428.1: <i>Design for access and mobility Part 1: General requirements for access – New building work</i> .	COMPLIES WITH AO8.2 Pathways will be designed and constructed in accordance with AS1428.1.	
	AO8.3 Pathways are separated from vehicle movements.	COMPLIES WITH AO8.3 Refer to the plans of development.	
PO9 Public pathways are provided: (a) within the road reserve, adjacent to, and for the full length of, the sites road frontage; and (b) in accordance with SC6.12 City Plan policy – Land development	AO9 No acceptable outcome provided.	COMPLIES WITH PO9 Dutton Street is the only public road that fronts the development. Existing pathways are provided along the Dutton Street road frontage. No changes to active transport facilities are proposed by the 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
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.	Not applicable – public pathways and cycle lanes are not proposed along the road reserve.	
	AO10.2 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.	COMPLIES WITH AO10.2 Refer to the plans of the development.	
Roads and freight			
PO11 Public roads including upgrades are designed to an appropriate standard and are designed to: - prevent the need for traffic calming devices to manage vehicle design speed; - deter through traffic if the roads function is primarily for access; and - 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.	Not applicable – no new roads or upgrades are proposed.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO12 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.	Not applicable.	
	AO12.2 At roundabouts and intersections, corner truncations are wider to maintain verge widths and sight line requirements.	Not applicable.	
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 <i>Austroads</i> and SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards .	Not applicable.	
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 A designated standing area for an SRV is provided within the ground floor level car park to service the proposed development. All passenger and service vehicles can enter and exit the development site in a forward gear. Refer to plans of development and Section 5.3 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
- 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 <i>Transport Infrastructure Act 1994</i>			
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.	Not applicable.	
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.	COMPLIES WITH PO16 Refer to Section 3 of Geleon Traffic and Transport Assessment Report 50952-RP01-A which presents the findings of an impact assessment on the external road network.	

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
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.	COMPLIES WITH PO17 The development is not located in areas that compromise future transport corridors.	
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.	COMPLIES WITH PO18 The development is not located in the Coomera Town Centre area.	
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	COMPLIES WITH AO19.1 Refer to Section 4.2 of Geleon Traffic and Transport	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
the road network when accessing areas within the development.	circulation aisles.	Assessment Report 50952-RP01-A .	
	AO19.2 Circulation aisles are not disconnected by car parking modules or service areas.	COMPLIES WITH AO19.2 Refer to Section 4.2 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	
	AO19.3 All access driveways are linked by circulation aisles and free from parking manoeuvres.	COMPLIES WITH AO19.3 Refer to Section 4.2 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	
	AO19.4 All vehicles can circulate throughout the site in a forward gear without performing reverse manoeuvres.	COMPLIES WITH AO19.3 Refer to Section 4.2 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	
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; (g) are designed, marked and maintained to the current relevant standard; and (h) promote driver expectations consistent with conventional road rules (e.g. keep	AO20.1 Off street car parking provided in accordance with AS 2890.1: <i>Parking facilities – Part 1: Off-street car parking</i> , AS 2890.2: <i>Parking facilities – Part 2: Off-street commercial vehicle facilities</i> , AS/NZS 2890.6: <i>Parking facilities Part 6: Off-street parking for people with disabilities</i> and AS 1428.1: <i>Design for access and mobility Part 1: General requirements for access – New building work</i> .	COMPLIES WITH AO20.1 Refer to Section 4.2 of Geleon Traffic and Transport Assessment Report 50952-RP01-A .	
	AO20.2 Development does not provide pavement humps or raised platforms in queuing areas.	COMPLIES WITH AO20.2 Refer to the plans of development.	
	AO20.3 Development is designed so that vehicles do not reverse across marked pedestrian crossings.	COMPLIES WITH AO20.3 All vehicles can manoeuvre throughout the development site without being required to reverse across pedestrian crossings. Refer to the plans of 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
to the left).			
PO21 Any proposed porte-cocheres are designed to enable safe manoeuvring and access of vehicles on-site.	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.	Not applicable.	
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.	AO22 No acceptable outcome is provided.	COMPLIES WITH PO22 The development will be staged accordingly.	

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

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

Land use	Minimum number of off-street car parking spaces
Adult store	5 per 100m ² of TUA (total use area)
Agricultural supplies store	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²
Animal husbandry	1 per staff in addition to parking provided for the primary dwelling

Land use	Minimum number of off-street car parking spaces	
Animal keeping	1 per staff in addition to parking provided for the primary dwelling	
Bar	5 per 100m ² of TUA	
Brothel	1 per each room plus 1 per 2 staff	
Bulk landscape supplies	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	
Caretaker's accommodation	2	
Car wash	DIY car wash	0
	Hand-wash	1 per 2 staff
Child care centre	1 per 4 children, which may be provided as a passenger set-down/pick-up area	
Club	6 per 100m ² of TUA	
Community care centre	14, plus 5 per 100m ² of TUA	
Community use	6 per 100m ² of TUA	
Crematorium	10 per 100m ² of TUA	
Cropping	1 per staff in addition to parking provided for the primary dwelling	
Dual occupancy	2 per dwelling	
Dwelling house	Dwelling house	1 per 1 bedroom dwelling
		2 per dwelling with 2 or more bedrooms
	Secondary dwelling where 80m ² or less	1
	Secondary dwelling where greater than 80m ²	2
Dwelling unit	2	
Educational establishment	Preparatory	1 per staff, plus 1 per 5 children enrolled which may be provided as a passenger set-down/pick-up area
	Primary	1 per staff
	Secondary	1 per staff plus 1 per 10 Year 12 students
	Before and after school care	1 per staff, plus 1 per 5 children enrolled which may be

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

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

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

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 100m ² of TUA
	Laundromat	5 per 100m ² of TUA
Service station	2, plus 5 per 100m ² of TUA	
Shop	5 per 100m ² of TUA	
Short-term accommodation	Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
	Other	1 per room plus 1 per managers residence
Showroom	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	
Theatre	Stand-alone	To be determined upon submission of a Car Parking 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 100m ² of TUA	
Warehouse	Warehouse	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²
	Self storage sheds 0 – 3,000m ² 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 3,001m ² - 6,000m ² 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 6,001m ² - 9,500m ² 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 ≥ 9,501m ² 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 100m ² of TUA in excess of 3,000m ²
Winery	To be determined upon submission of a Car Parking Assessment to Council
Any other land use or land use operation	To be determined upon submission of a Car Parking Assessment to Council

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

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

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

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

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

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Centre zone	Where the property boundary of a development directly adjoins a Light rail station platform	Non-residential	0
Centre zone	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 100m ² 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 75m ² of TUA
High density residential zone	Within mapped boundaries of the Transport hub area	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwelling for visitors
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
High density residential zone	Within 400m walking distance	Non-residential	1 per 100m ² of TUA
High density residential zone	Within 800m walking distance	Non-residential	1 per 75m ² of TUA

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

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

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

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

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

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

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

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

Centre zone	Land Use	Minimum number of off-street car parking spaces
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 100m ² of TUA
The Pines Shopping Centre Cnr K P McGrath Dr and Guineas Creek	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Tugun	Residential	1 per unit or dwelling plus 1 per 10 for visitors
	Non-residential	3.3 per 100m ² of TUA
All other centres	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area

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

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

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

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

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

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

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

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

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

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

Table 9.4.13-7: Travel demand measures

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

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

Table 9.4.13-8: Service vehicle requirements

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

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 400m ²)	SRV
Shop (GFA 400m ² - 1,500m ²)	HRV
Shop (GFA greater than 1,500m ²)	AV
Short-term accommodation	Coach
Showroom	AV
Tourist park	Coach
Tourist park if: (a) a caravan park	Van
Transport depot	AV
Veterinary services	Van
Veterinary hospital	MRV
Warehouse	AV
Warehouse if: (a) for self storage sheds	Not applicable
Wholesale nursery	AV
Any other land use	As determined upon submission of a Service vehicle assessment

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

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

Table 9.4.13-10: Bicycle Parking Rates

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

Land use	Long and medium term off-street bicycle parking (staff and residents – Security level B)	Short term off-street bicycle parking (visitors – Security level C)	Additional end-of-trip facilities required (refer to Table 9.4.13-11: End of trip facilities for active travel users)
Adult store	1 per 100m ² TUA	1 per 50m ² TUA	No
Child care centre	1 per 10 staff	2 per centre	Yes
Club	1 per 25m ² TUA public bar area plus 1 per 100m ² public lounge and beer garden area	1 per 100m ² TUA	Yes
Educational establishment	1 per 3 students Year 4 and above plus 1 per 10 staff	N/A	Yes
Food and drink outlet	1 per 100m ² TUA	1 per 50m ² TUA	No
Health care services	1 per 8 consultation rooms	1 per 4 consultation rooms	Yes
High impact industry	1 per 800m ² TUA	N/A	No
Hotel	1 per 25m ² TUA public bar area plus 1 per 100m ² public lounge and beer garden area	1 per 100m ² TUA	No
Indoor sport and recreation	1 per 4 employees	1 per 200m ² TUA	Yes
Low impact industry	1 per 150m ² TUA	N/A	No
Medium impact industry	1 per 150m ² TUA	N/A	No
Multiple dwelling	1 per dwelling	1 per 12 dwellings, to a maximum of 20 spaces	No
Office	1 per 100m ² where within 800m walking distance to light rail station, otherwise 1 per	1 per 500m ² 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)
		Male	Female		
1-5	1.5 per bicycle space	1 shower and change room of unisex design		1	1
6-10	1.5 per bicycle space	1 plus change room	1 plus change room	1	2
11-20	1.5 per bicycle space	2 plus change room	2 plus change room	2	4
21-30	1.5 per bicycle space	3 plus change room	3 plus change room	2	6
31-40	1.5 per bicycle space	4 plus change room	4 plus change room	3	8
41-50	1.5 per bicycle space	5 plus change room	5 plus change room	1 per 3 showers required or part thereof	1 per shower
50+	1.5 per bicycle space	4 showers, plus 1 shower for each 10 bicycle spaces provided	4 showers, plus 1 shower for each 10 bicycle spaces provided	1 per 3 showers required or part thereof	1 per shower