

OUR REF: 6397

14 January 2026

The Chief Executive Officer
City of Gold Coast
PO Box 5042
GOLD COAST MC 9726

via: mail@goldcoast.qld.gov.au

Dear Sir / Madam,

RE: DEVELOPMENT APPLICATION REQUESTING A DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE – INDUSTRY (MODULAR BUILDING ASSEMBLY WITH ANCILLARY OFFICE), RECONFIGURING A LOT – BOUNDARY REALIGNMENT AND OPERATIONAL WORK – CHANGE TO GROUND LEVEL

AT: 2 AND 10 COASTLINE COURT, STAPYLTON QLD 4207 – LOTS 203 AND 202 ON SP329487

Gassman Development Perspectives (GDP) are pleased to lodge an application on behalf of the Applicant, FPI Queensland Pty Ltd, over the above property. The proposed development seeks various development permits to establish a module building assembly factory with ancillary office on the subject site. The development will be facilitated via a 'topcoat' of earthworks seeking to grade and adequately prepare the site for development and also a minor boundary realignment to suit the proposed industrial warehouse and supporting access and carparking etc.

As such, the specific permit this application is seeking is as follows:

- Development Permit for Material Change of Use – Industry (modular building assembly and ancillary office)
- Development Permit for Reconfiguring a Lot – Boundary realignment; and
- Development Permit for Operational Work – Change to ground level.

Please find attached to this correspondence the following:

1. Completed Development Assessment Form 1;
2. Signed Land Owner's Consent;
3. One copy of the Planning Assessment Report prepared by this office and dated January 2026, including:
 - a. Current Preliminary Approval (MIN/2023/64) - **Appendix B**;
 - b. Proposal Plans - **Appendix C**;
 - c. Reconfiguring a Lot Plan – **Appendix D**;

- d. Code Assessment – **Appendix E**;
- e. Earthworks Drawings – **Appendix F**;
- f. Engineering Services Report – **Appendix G**;
- g. Landscape Intent Plan – **Appendix H**;
- h. Traffic Impact Assessment – **Appendix I**;
- i. Acoustic Impact Assessment – **Appendix J**; and
- j. Threshold Assessment – **Appendix K**.

The required fee of \$8,409.00 will be paid following receipt of Council's electronic fee invoice. A calculation of the fees has been determined as follows in accordance with Council's Register of Fees and Charges 2024-25:

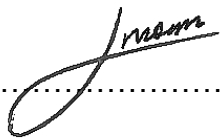
Table 1 – Application Fee Calculation				
Aspect	Description	Fee	Multiplier	Total Fee
Warehouse (if more than 500m ² TUA)	Code	\$7,533.00	100%	\$7,533.00
Boundary realignment	Code	\$1,601.00	50% (more than two development types)	\$800.50
Change Ground Level – Major Works	Code	\$4,132.00	50% (more than two development types)	\$2,066.00
TOTAL:				\$10,399.50

We look forward to Council's timely and favourable consideration of this application. If you have any questions or require any further information regarding this matter, please do not hesitate to contact myself on the office detailed provided therein.

If you have any further queries, please do not hesitate to contact the undersigned.

Yours faithfully,

GASSMAN DEVELOPMENT PERSPECTIVES



JACOB MORAN

ENVIRONMENTAL SCIENTIST AND TOWN PLANNER

PLANNING ASSESSMENT REPORT

REQUESTING DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE
– INDUSTRY (MODULAR BUILDING ASSEMBLY) WITH ANCILLARY
OFFICE; RECONFIGURING A LOT – BOUNDARY REALIGNMENT; AND
OPERATIONAL WORK – CHANGE TO GROUND LEVEL



2 and 10 Coastlink Court

Stapylton QLD 4207

Lots 203 and 202 on SP329487

Prepared for FPI Queensland Pty Ltd

January 2026



gassman
development
perspectives

planning
environment
landscape
engineering
survey

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In preparing this report we have made certain assumptions. We have assumed that all information and documents provided to us by the Client or as a result of a specific request or enquiry were complete, accurate and up-to-date. Where we have obtained information from a government register or database, we have assumed that the information is accurate. Where an assumption has been made, we have not made any independent investigations with respect to the matters the subject of that assumption. We are not aware of any reason why any of the assumptions are incorrect.

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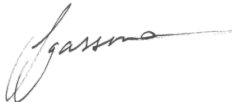
GDP DOCUMENT CONTROL

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Approval for Issue

Rev. No.	Name	Position	Signature	Date
1.0	Fraser Gassman	Senior Town Planner		15 January 2025

Final Distribution

FPI Queensland Pty Ltd (Client)	1 electronic copy
Council of the City of Gold Coast (Assessment Manager)	1 electronic copy
GDP File	1 electronic copy

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1.0 INTRODUCTION

Gassman Development Perspectives (GDP) has been engaged by FPI QLD Pty Ltd (Applicant) to prepare a code assessable development application requesting a Development Permit for Material Change of Use – Industry (modular building assembly with ancillary office), Reconfiguring a Lot – Boundary Realignment and Operational Work – Change to Ground Level at 2 and 10 Coastlink Court, Stapylton (formally described as Lots 203 and 202 on SP329487).

The proposed development seeks to establish an industrial use on site seeking to undertake modular building assembly use. Modscape design and deliver architecturally crafted modular buildings across Australia – combining creative design, advanced offsite manufacturing, and a deep commitment to sustainability. Modscape work across residential and commercial sectors, creating spaces that are not only delivered faster but also designed to work smarter.

A ‘topcoat’ of earthworks is also proposed to further grade the site and prepare it for the specific user development. The boundary realignment aspect of the proposed development seeks to increase the size of Lot 202 to accommodate the user, resulting in a small reduction of Lot 203.

By way of background, an approval was originally granted by Council of the City of Gold Coast on 6 May 2013 for a Preliminary Approval (section 242 of *Sustainable Planning Act 2009*), for making a Material Change of Use (Impact Assessment) to override the Planning Scheme for Industry Uses. The Preliminary Approval contained variations to the *Gold Coast Planning Scheme 2003* version 1.2, that amended the Yatala Enterprise Area Place Code, approved a Land Use Classification and Staging Plan, Type of Assessment and Tables of Development of the Yatala Enterprise Area Local Area Plan.

The M38 Industrial Place Code (Place Code) is approved via this Preliminary Approval and incorporates specific tables of development, definitions, relevant codes, specific requirements and Land Use Classification / Precincts relevant to the subject site. This development is lodged in accordance with the provision of this Place Code, with the entirety of the proposed development located within Precincts B and C under the Place Code.

A full assessment of the relevant State, Regional and local planning instruments has been provided as part of this report. As a result of this assessment, the proposal is considered to be generally appropriate in the context of the location and the zoning of the subject site.

2.0 SUMMARY TABLES

Table 1 - Site Details		
Site Address	2 and 10 Coastlink Court, Stapylton QLD 4207	
Real Property Description	Lots 203 and 202 on SP329487	
Site Area	Lot 202	4.127ha
	Lot 203	4.35ha
Name of Owner(s)	Australand Industrial No. 89 Pty Ltd	
Local Authority	Council of the City of Gold Coast	

Table 2 - State Planning Summary	
Regional Plan	South East Queensland Regional Plan 2023
Regional Plan Land Use Designation	Urban Footprint

Table 3 - Local Planning Summary	
Planning Scheme Zone	
N/A as varied by existing Preliminary Approval	
Preliminary Approval Documents	
- M38 Industrial Estate Place Code - M38 Industrial Park Land Use Classification and Staging Plan	
Preliminary Approval Land Use Classification	
- Precinct B: General Impact Business and Industry - Precinct C: Limited General Impact Business and Industry	
Preliminary Approval Stage Number	
Stage 2	
Defined Use and Approval sought	
- Development Permit for: - Material Change of Use – Industry (modular building assembly and ancillary office); - Reconfiguring a Lot – Boundary Realignment; and - Operational Work – Change to Ground Level.	
Level of Assessment	
Code Assessable	
Potential Applicable Council Codes	
- M38 Industrial Place Code - Changes to Ground Level and Creation of New Waterbodies Code - Landscape Work - Reconfiguring a Lot - Vegetation Management - Works for Infrastructure - Bushfire Management Areas - Canals and Waterways - Car Parking, Access and Transport Integration	

- Cultural Heritage (Historic)
- Cultural Heritage (Indigenous)
- Flood Affected Areas
- Natural Wetland Areas and Natural Waterways
- Nature Conservation
- Rail Corridor Environs
- Road Traffic Noise Management
- Sediment and Erosion Control
- Service Roads (Pacific Motorway)
- Steep Slopes or Unstable Soils
- Unsewered Land

3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

Both lots are located within the Vantage Industrial Estate in the Gold Coast suburb of Staplyton (4207). The proposed development site (Lots 202 and 203) are generally rectangular in shape, however, Lot 203 follows the road frontage and features a more rounded western/southern boundary. Both lots are located mostly centrally within the wider side, however Lot 202 is adjacent to the eastern boundary of the estate.

3.1 SITE LOCATION

In terms of locational context, the overall subject site is located approximately:

- Adjoining the Stapylton Landfill Facility to the east;
- 1 kilometre south-east of the Pacific Motorway, Yatala north interchange;
- 4.2 kilometres south-east of the Beenleigh CBD;
- 30.1 kilometres north-west of the Southport CBD; and
- 36.5 kilometres south-east of the Brisbane CBD.

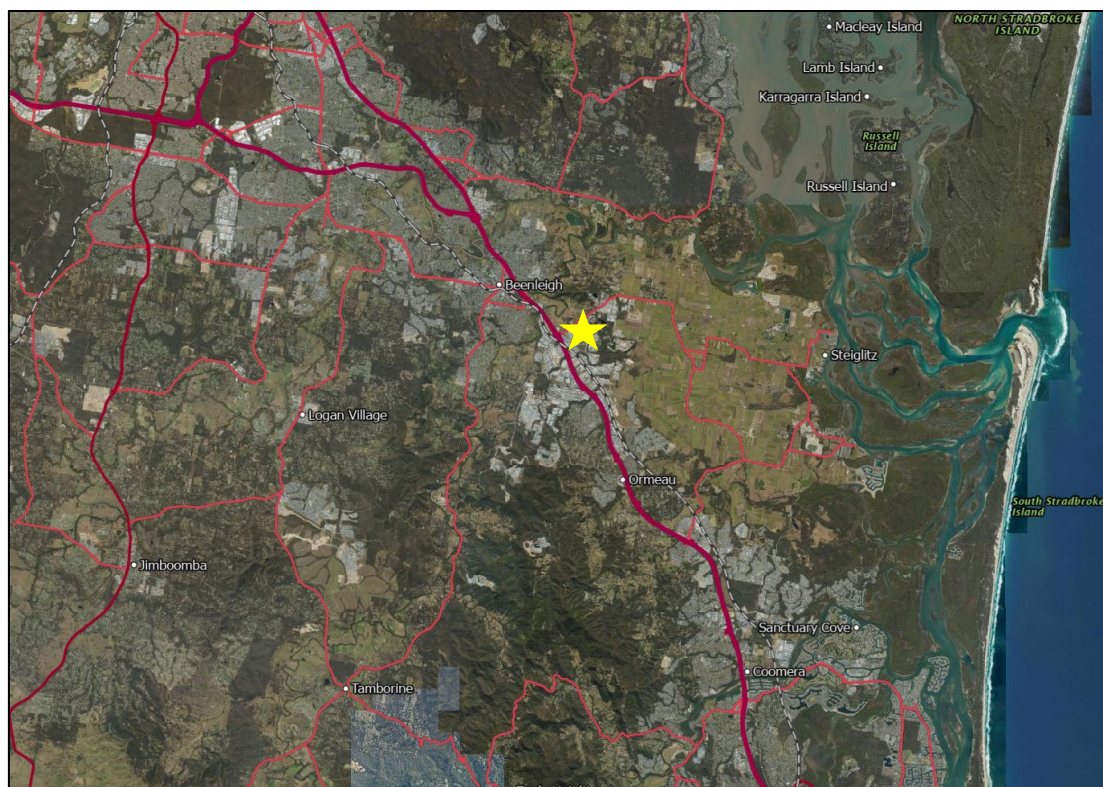


Figure 1 - Location aerial (QLD Globe, 2026)



Figure 2 - Subject Site (QLD Globe, 2026)

3.2 LAND OWNERSHIP AND ENCUMBRANCES

The subject site consists of a single freehold allotment owned by Australand Industrial No. 89 Pty Ltd. There are no mapped easements intersecting either lot.

3.3 EXISTING LAND USES

The subject site is vacant, resembling a civil construction site, with previously and historically approved development applications being realised. Primarily this will result in the construction of pads, that were approved under previous combined applications.

3.4 SURROUNDING LAND USES

2 and 10 Coastlink Court are generally surrounded by other like industrial uses or civil construction sites, undergoing works with the outcome of creating industrial development areas.

3.5 FRONTAGE AND ACCESS

Both sites together have a total road frontage of 402 metres. 36 metres of this frontage is Lot 202, with its only road frontage located on the corner of Coastlink Court. Lot 203 has two road frontages, being Coastlink Court to the south and Fairway Street to the west.

3.6 TOPOGRAPHY AND VIEWS

The site is relatively flat and holds no significant views.

3.7 FLOODING AND STORMWATER

The site is not subject to any flood hazard.

3.8 WETLANDS/WATERWAYS

No significant wetlands or waterways exist over the subject land.

3.9 CONSERVATION /HERITAGE AREAS

There are no buildings or parks within the immediate proximity of the subject site that are conservation or heritage areas.

3.10 RELEVANT APPROVALS

MIN/2023/64 – Overarching Preliminary Approval

On 6 May 2013, Council approved a Preliminary Approval for making a Material Change of Use to override the Planning Scheme for industry uses (MCU201100650). This Preliminary Approval includes an endorsed Place Code and Land Use Classification Plan and supports industrial land uses and industrial subdivision within the relevant industrial land use precincts. Whilst this approval has been modified since its original approval (latest approval being MIN/2023/64), its extent and intent remains consistent with that originally approved. An extract of the current approved Plan of Development is outlined in **Figure 3** below and a copy of the approval is provided within **Appendix B**.

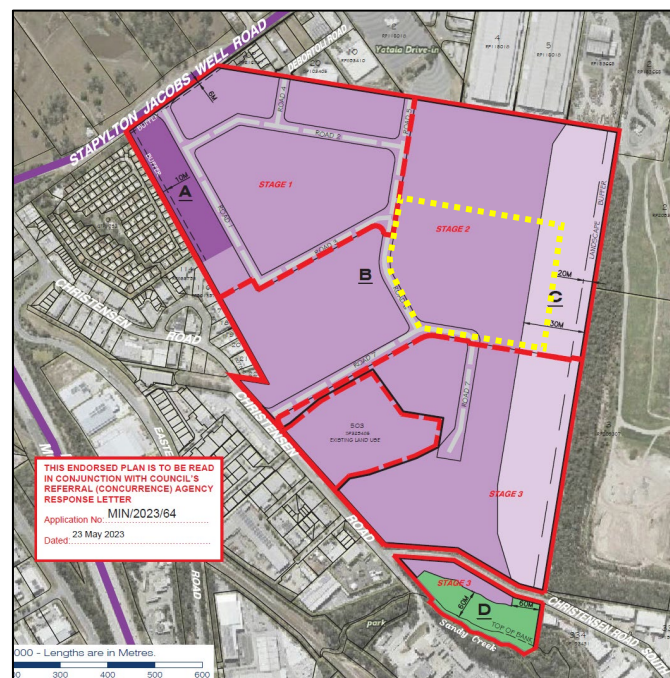


Figure 3 – Preliminary Approval Plan of Development– MIN/2023/64 (GDP File, 2026)

As shown within **Figure 3**, the proposed development site is located within both Precinct B – General Impact Business and Industry and Precinct C - Limited General Impact Business and Industry.

OPW201801218 and OPW201801219

This application involved the creation of large scale flat industrial pads and facilitated vegetation clearing of the subject site with the exception of a 20-metre landscape buffer along the eastern boundary adjoining the Stapylton Landfill Facility. All works associated with this approval have been completed.

COM/2020/262 – Stage 2 Subdivision

On 30 April 2021, Council approved the Stage 2 Subdivision of the Vantage Industrial Estate in Stapylton. This saw the creation of both lots subject to this application as well as a third in the form of Lot 204.

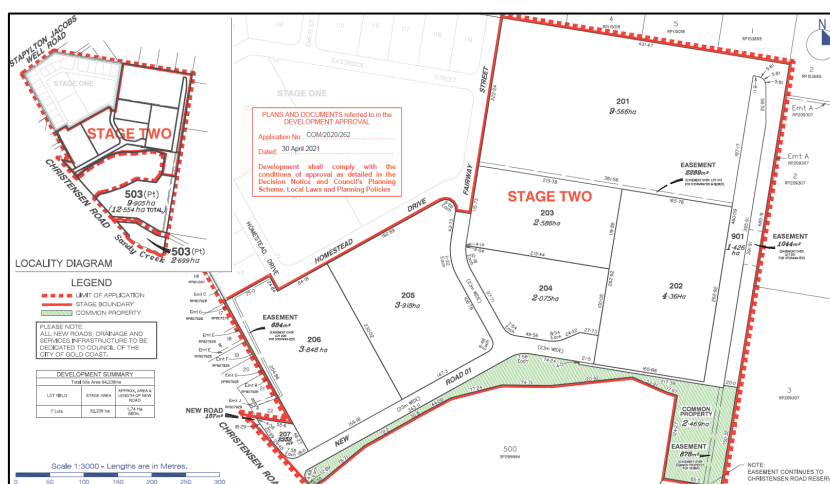


Figure 4 – Approved Lot Layout (Stage 2) – COM/2020/262 (GDP File, 2026)

MIN/2022/245 – Minor Change to Stage 2

On 20 July 2022, Council approved the second minor change to the Stage 2 ROL, with this change consolidating Lots 203 and 204 into one singular lot, Lot 203. **Figure 5** below shows the minor change.

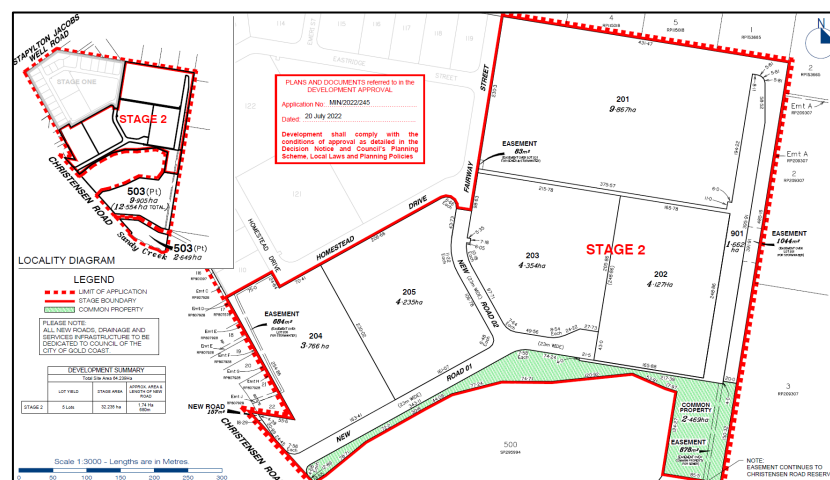


Figure 5 – Approved Lot Layout (Stage 2) – MIN/2022/245 (GDP File, 2026)

MIN/2023/142 – Minor Change to Stage 2

On 13 July 2023, Council approved the third minor change to the Stage 2 ROL, with this change isolating Lots 202 and 203 into a separate substage (Stage 2B). **Figure 6** below shows the minor change.

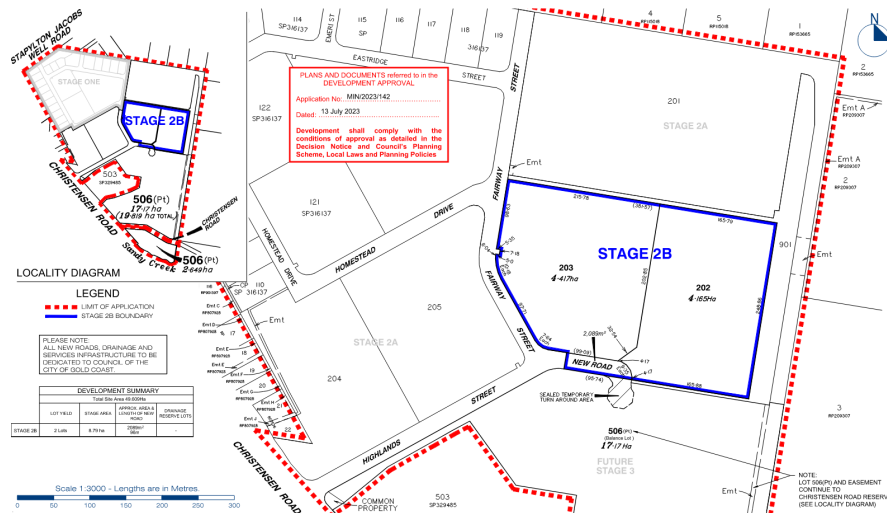


Figure 6 – Approved Lot Layout (Stage 2) – MIN/2023/142 (GDP File, 2026)

4.0 THE PROPOSED DEVELOPMENT

4.1 OVERVIEW

The proposed development seeks to establish an industrial use specifically for modular building assembly over the subject site. A ROL aspect is also included realign the boundary between Lots 202 and 203, reflecting this specific user's need for a larger warehouse for their operation. Operational work for Change to Ground Level is also proposed in the form of a 'topcoat' of earthworks to further grade the site ready for development. The proposed development will also be benefited by robust landscaping both throughout the site and along boundaries. A copy of the proposal plans is provided within **Appendix C** and an extract of the plans is provided in **Figure 7** below.

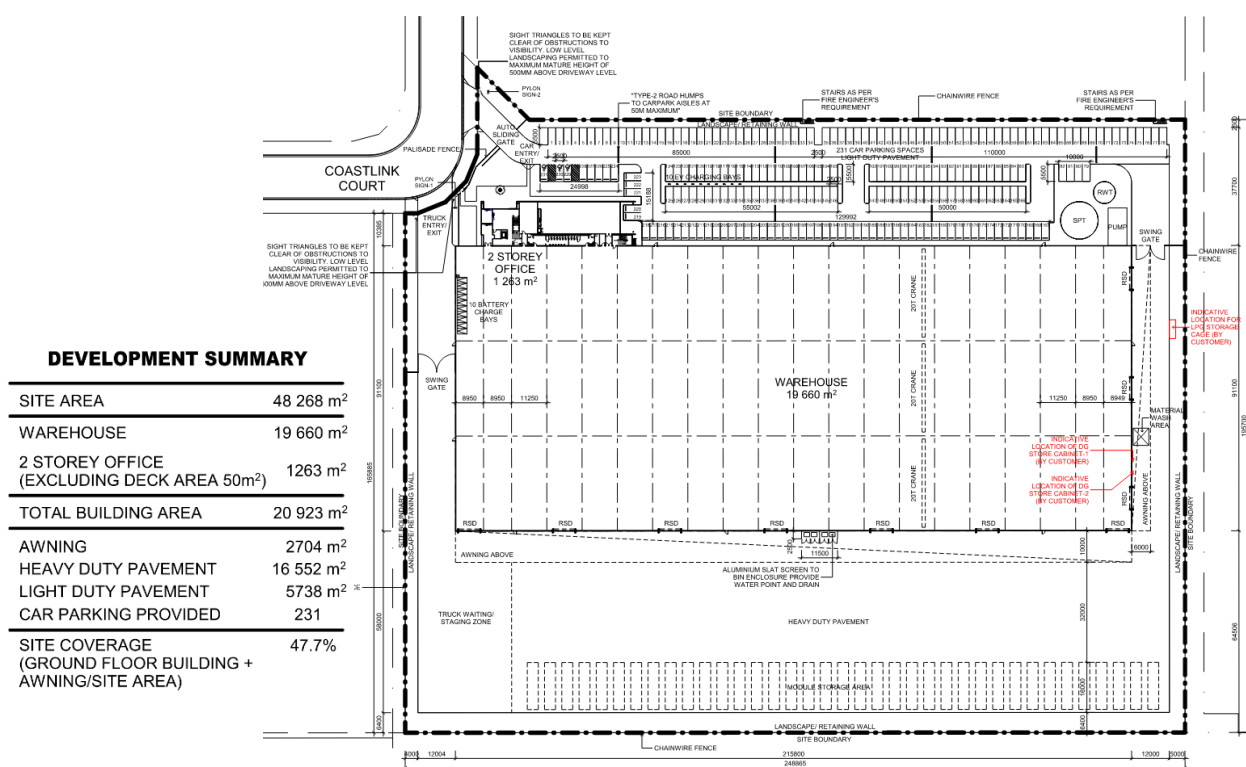


Figure 7 – Proposed Development (GDP File, 2026)

As mentioned above, the proposal includes a single structure, warehouse facility, where the use will take place, totalling 19,660m². The warehouse also features a two-storey ancillary office structure providing an additional 1,163m² of office and staff amenity space. The warehouse itself has been designed to ensure ultimate flexibility for any potential future users, maintaining a regular shape and spacious outdoor areas suitable for truck manoeuvring and access, whilst still ensuring suitability for the end user by way of temporary storage for module buildings at the rear of the subject site. The eastern wall of the warehouse is also equipped with roller doors for access to the warehouse, interfacing with the truck manoeuvring areas. The area to the rear of the site has also been designated for storage of modular buildings and will be adequately screened from any publicly accessible roads via the proposed warehouse, landscaping and other surrounding uses.

The warehouse will be serviced by 231 car parking spaces on light duty pavement, located on the western side of the structure, accessed via Coastlink Court. This parking area provides unimpeded and efficient access to the main entrance of the facility via the office and maintains separation from areas utilised by trucks for ingress and egress and manoeuvring. Trucks and large vehicles will also have access to the site via Coastlink court, with two separate driveways proposed on the north and eastern sides of the corner. The eastern crossover will provide access to the truck waiting and stage area to the rear of the warehouse, which will be heavy duty paved.

In terms of staffing, the user has identified there will be a total of 252 staff employed at the site (200 warehouse and 52 office staff), with approximately 220 attending the facility in any one day. Notably, this number is split over two shifts for warehouse staff, a morning (starting at 6:30am and ends at 2:30pm) and a separate afternoon shift (starting at 2:30pm and ends at 10:30pm). Given this, not all 220 staff will be on site at once and adequate parking is provided to cater for the required shift changes.

The development provides landscaping along each boundary of the subject site. All boundaries will be benefited by a landscaped retaining wall, varying in width from 2.5 metres in the west, to size metres along the eastern boundary, with the north and south boundaries featuring five metres and four metres respectively. Whilst generally the sites frontage would be generously landscaped, the site features minimal road frontage, especially considering the size of the lot. Further considering the industrial use of the site, the crossovers must maintain certain sizes and separation from surrounding areas, and as such the opportunity for landscaping along the sites frontage is limited in this instance. However, this is made up for via the other boundaries extremely generous landscaping outcomes, as described above. The rear of the site will also be generously landscaping, with this area adjoining the stormwater basin of the overall Vantage Estate.

A copy of the proposed landscape plans has been provided within **Appendix H**.

4.2 RECONFIGURING A LOT

The proposed development also seeks to realign the boundaries of the subject site. This development aspect is reflective of the intended user requiring additional space to adequately undertake their operation on the subject site and ensure all required staff carparking is provided on site. Specifically, the ROL aspect sought is for a boundary realignment, between lots 202 and 203. This proposal seeks to move the eastern boundary of Lot 203 roughly 30 metres west, and will not result in the reshaping of the boundary itself. The proposed boundary alignment change is illustrated in **Figure 8**.



Figure 8 – Proposed ROL Boundary Realignment (GDP File, 2026)

4.3 OPERATIONAL WORK – CHANGE TO GROUND LEVEL

The development proposes Operational Work for Change to Ground Level to apply a ‘topcoat’ of earthworks to further grade the site to align with the proposed land user. A copy of the proposed earthwork plans is provided within **Appendix F**.

4.4 SUMMARY OF SUPPORTING SPECIALIST REPORTS/DOCUMENTATION

In support of this development application, the following specialist information has been commissioned and accompanies this report.

Table 4 - Supporting Specialist Reports/Documentation			
CATEGORY	CONSULTANT	TITLE OF DOCUMENTS	LOCATION
Forms	Gassman Development Perspectives	Forms and Consent	Appendix A
Preliminary Approval	-	Current Preliminary Approval - MIN/2023/64	Appendix B
Plans and Drawings	FPI Queensland Pty Ltd	Proposal Plans	Appendix C
Plans and Drawings	Gassman Development Perspectives	Reconfiguring a Lot Plan	Appendix D

Code Assessment	Gassman Development Perspectives	Code Assessment	Appendix E
Civil Engineering	Gassman Development Perspectives	Change to Ground Level Drawings	Appendix F
		Engineering Services Report	Appendix G
Landscape Architecture	Gassman Development Perspectives	Landscape Intent Plan	Appendix H
Traffic Engineering	Rytenskild Traffic Engineering	Traffic Impact Assessment	Appendix I
Acoustic Engineering	Acoustic Works	Acoustic Report	Appendix J
Dangerous Goods Storage	Riskcon Engineering	Threshold Assessment	Appendix K

5.0 STATE AND REGIONAL PLANNING FRAMEWORK ASSESSMENT

5.1 STATE LEGISLATION

5.1.1 PLANNING ACT 2016 (PA)

The PA is the principal Act legislating planning and development in Queensland. The purpose of the PA 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.

Ecological sustainability is a balance that integrates:

- (a) the protection of ecological processes and natural systems at local, regional, state, and wider levels; and
- (b) economic development; and
- (c) the maintenance of the cultural, economic, physical and social wellbeing of people and communities.

The proposed development seeks approval for the following aspects of assessable development defined under Schedule 2 of the PA:

- Material Change of Use;
- Reconfiguring a Lot; and
- Operational Work.

Section 45(3) of the PA specifies those matters that must be addressed as part of any code assessable development application. This includes:

- assessment against the assessment benchmarks in a categorising instrument for the development; and
- having regard to any matters prescribed by regulation.

The information contained in this report and the development application addresses all of the above matters (where relevant) and is sufficient for Council to make an informed assessment of the proposed development. It is noted that a 'categorising instrument' is defined under the PA as a regulation or local categorising instrument that does any or all of the following—

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

In this case, the approved M38 Industrial Estate Place Code is the applicable categorising instrument.

5.2 SUBORDINATE LEGISLATION

5.2.1 PLANNING REGULATION 2017

The PR supports the principal planning laws by outlining the mechanics for the operation of the PA. It outlines all planning processes, including:

- the categorisation of development applications and the matters development applications must consider (in addition to applicable assessment benchmarks);
- identification of the assessment manager and referral agencies for development applications; and
- the matters for a particular development that trigger state interests.

Section 27(1) of the PR specifies the following matters required to be considered for a code assessable development application:

- the matters stated in Schedules 9 and 10 of the PR for the development; and
- if the prescribed assessment manager is a person other than the chief executive (i.e. the Local Government)—
 - the regional plan for a region, to the extent the regional plan is not identified in the Planning Scheme as being appropriately integrated in the Planning Scheme; and
 - the State Planning Policy, to the extent the State Planning Policy is not identified in the Planning Scheme as being appropriately integrated in the Planning Scheme; and
 - for designated premises—the designation for the premises; and
- any temporary State Planning Policy applying to the premises; and
- any development approval for, and any lawful use of, the premises or adjacent premises; and
- the common material.

Section 31(2) of the PR goes on to state that:

- an assessment manager may consider a matter mentioned in Section 27(1) only to the extent the assessment manager considers the matter is relevant to the development; and
- if an assessment manager is required to carry out code assessment against assessment benchmarks in an instrument stated in Section 27(1), this section does not require the assessment manager to also have regard to the assessment benchmarks.

It is noted that Schedule 9 of the PR relates to Building Work under the *Building Act 1975*, and Schedule 10 relates to all other assessable development.

The abovementioned matters are addressed in the following sections.

5.2.1.1 REFERRAL REQUIREMENTS

Schedule 10 of the PR identifies the assessment benchmarks and referral arrangements that apply to particular types of development. Assessment benchmarks and matters a referral agency must consider for particular types of development generally includes the State Development Assessment Provisions (SDAPs).

The State Assessment and Referral Agency (SARA) also provides development assessment mapping to assist in the determination of referral requirements.

Of note, the subject site is located within the following state mapping areas that may require referral. These are discussed in further detail below to determine their applicability to the proposed development.

Water Resources

The subject site is burdened by Water resources mapping and is within the “Water resource planning area boundaries” category, as shown in **Figure 9** below.

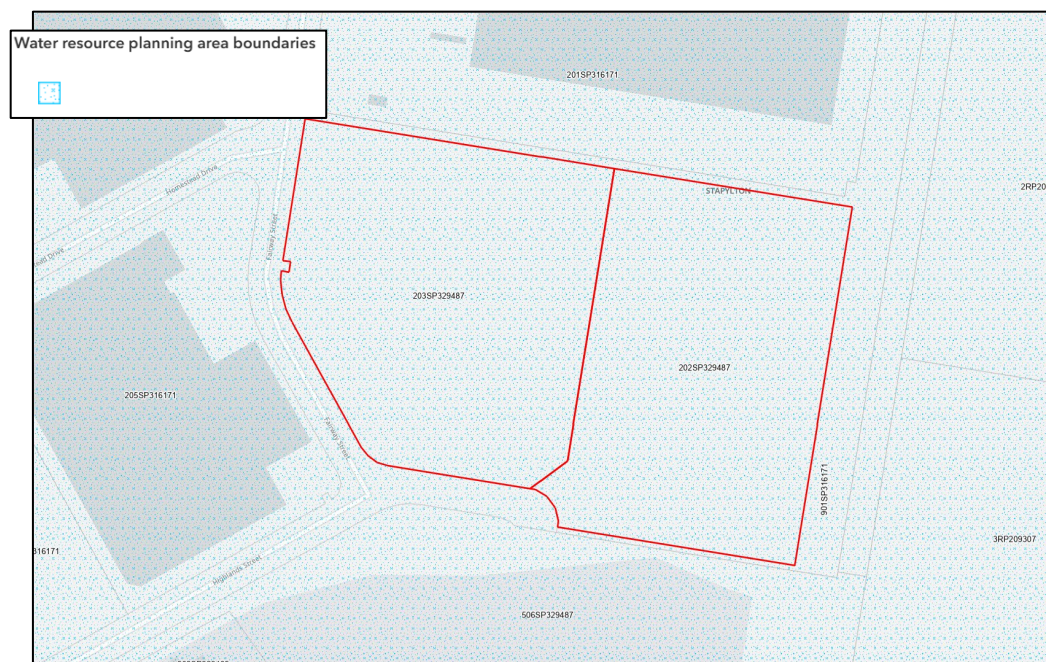


Figure 9 – Water resources mapping (SARA DAMS, 2026)

However, the application does not involve Operational Work that involves taking or interfering with water, the removal of quarry material from a watercourse or lake, referable dams, or the construction of a levee. Therefore, the application does not require referral under Schedule 10, Part 19, Division 1, 2, 3 or 4 of the PR.

Native vegetation clearing

The subject site is burdened by Native vegetation clearing mapping as shown in **Figure 10**, and is within the following sub-categories:

- Category B regulated vegetation (least concern);
- Category X regulated vegetation; and
- Essential habitat.

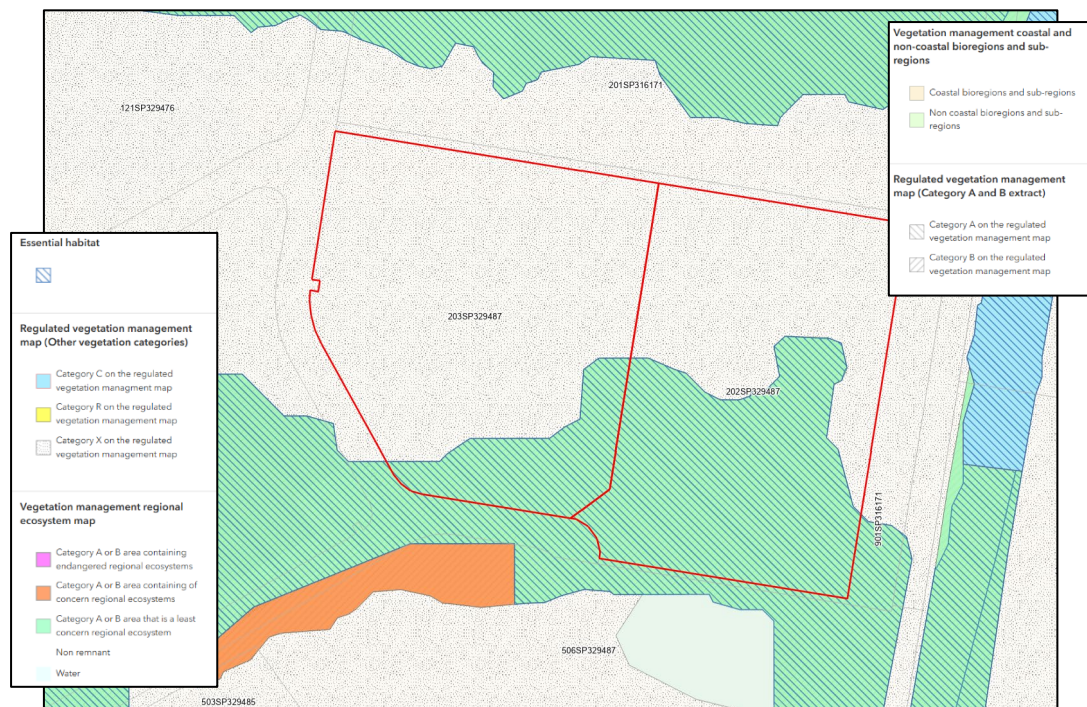


Figure 10 – Native vegetation clearing mapping (SARA DAMS, 2026)

However, the site has already been cleared in accordance with previous OPW approvals as part of the overall subdivision of the Vantage Industrial Estate. As such, the proposed development does not involve any clearing of vegetation, nor will it enable any further future exempt clearing. Therefore, the application does not require referral under Schedule 10, Part 3 of the PR.

Threshold Triggers

The PR also identifies a number of uses, works and lot reconfigurations that can be triggered for referral based on their size, type or intensity. In this instance the development exceeds the size threshold for a Material Change of Use for a Warehouse (16,000m² GFA) as a GFA of approximately 19,000m² is proposed in addition to a ROL being proposed on a lot over 3.2 hectares for industrial purposes. As such, referral is required under Schedule 10, Part 9, Division 4, Subdivision 1 – Aspect of development stated in Schedule 20 (item 22) of the PR.

Referral Summary

Based on the above assessment the following aspects are triggered for referral:

- Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – Aspect of development stated in Schedule 20.

5.3 STATE PLANNING INSTRUMENTS

5.3.1 STATE PLANNING POLICY

The Queensland State Planning Policy (SPP) is a key component of Queensland's planning system. The SPP expresses the state's interests in land use planning and development. Promoting these state interests through plan making and development decisions of state and local government, has the purpose of securing a liveable, sustainable and prosperous Queensland.

The SPP applies, to the extent relevant, when:

- 1) making or amending a local planning instrument;
- 2) making or amending a regional plan;
- 3) designating premises for infrastructure;
- 4) local government is assessing a development application, if its planning scheme has not yet appropriately integrated the relevant SPP state interest policies; or
- 5) an assessment manager or referral agency other than local government is assessing a development application.

As this development application will be assessed by Council of the City of Gold Coast as assessment manager, point 4 above is relevant in this instance.

Depending on how well the state interests are integrated into a planning scheme, different parts of the SPP can be applicable to a development application and require assessment. More specifically, Part B of the SPP (Application and operation) identifies that:

- Part C (Purpose and guiding principles) and Part D (The State interest statements) require assessment by development applications **requiring referral agency assessment**;
- Part C, D, and E (State interest policies and Assessment benchmarks) require assessment by development applications **where particular State interest policies are not yet appropriately integrated into the applicable planning scheme**.

Section 2.1 of the Planning Scheme identifies that the state interest policies not yet appropriately integrated into the planning scheme are:

- Natural hazards, risk and resilience (coastal hazards)
- Biodiversity – Policy (2)
- Water quality – Policies (4) and (5).

The subject site is not burdened by any mapped coastal hazards, and therefore, a detailed assessment against these provisions of the SPP is not required. However, as Policy 2 from Biodiversity and Policies 4 and 5 from Water Quality are identified as lacking proper integration, an assessment against these policies is required and a response is provided within **Table 5** below.

Table 5 – Targeted Unintegrated Policy Responses		
Aspect	Policy	Response
<i>Biodiversity</i>	Policy (2) Matters of State environmental significance are identified and development is located in areas that avoid adverse impacts; where adverse impacts cannot be reasonably avoided, they are minimized.	Mapped Environmental Significance values on the subject site have been historically managed under previous applications for the Vantage Estate. The subject site now resembles a civil construction site and the proposed development is likely to avoid all impacts to nearby areas of mapped significance.
<i>Water Quality</i>	Policy (4) At the construction phase, development achieves the applicable stormwater management design objectives in table A (appendix 2).	Stormwater management will be undertaken in accordance with the regional Stormwater Management Plan approved for the wider Vantage Industrial Estate.
<i>Water Quality</i>	Policy (5) At the post construction phase, development: a) Achieves the applicable stormwater management design objectives on-site, as identified in table B (appendix 2); 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).	Stormwater management will be undertaken in accordance with the regional Stormwater Management Plan approved for the wider Vantage Industrial Estate.

5.3.2 SOUTH EAST QUEENSLAND REGIONAL PLAN 2023

The subject site is located within the Urban Footprint of the *South East Queensland Regional Plan 2023*, as shown in **Figure 11**. The proposed development is seeking to enable urban (industrial) development consistent with the intent of the Urban Footprint. Therefore, the proposed development is considered to meet the requirements of the Regional Plan.

The subject site is also located within an SEQ major enterprise and industrial area, as shown in **Figure 12** below. SEQ Major enterprise and industrial areas are major anchors for South East Queensland's industrial activities and accommodate a range of industrial-related uses of regional and state significance, most typically medium and high impact industry uses. The development proposes an industrial activity over the site and is therefore consistent with the type of development expected within this area.



Figure 11 – SEQ Regional Plan land use categories (SARA DAMS, 2026)



Figure 12 – SEQ Major enterprise and industrial area (SARA DAMS, 2026)

5.3.3 STATE DEVELOPMENT ASSESSMENT PROVISIONS (SDAP)

SDAP set out the matters of interest to the state and provides the criteria for assessing development applications where the State government is the assessment manager or a referral agency.

Referral is triggered for the proposed development exceeding a threshold listed in Schedule 20 of the Planning Regulation 2017. Therefore, the proposed development will require assessment against State code 6: Protection of state transport networks. This assessment has been provided within **Appendix E**.

6.0 LOCAL PLANNING ASSESSMENT

6.1 OVERVIEW

The following is a review of the Local Planning Instruments that apply to the subject site and the proposed development.

6.2 RELEVANT LAND USE CLASSIFICATION / PRECINCTS

As per the current Land Use Classification and Staging Plan contained within the M38 Industrial Estate Place Code, the subject site is located within both precinct B and C – refer **Figure 13** below.

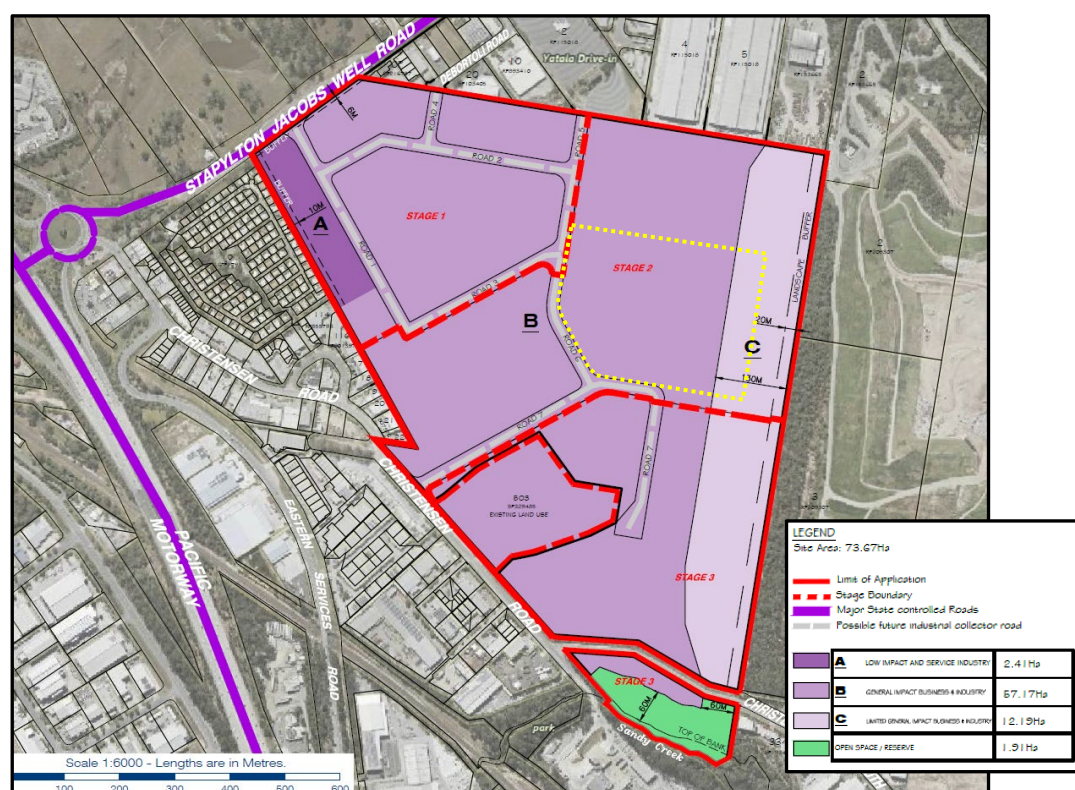


Figure 13 – Land Use Classification and Staging Plan (M38 Industrial Estate Place Code, June 2020)

6.3 LEVEL OF ASSESSMENT

The M38 Industrial Estate Place Code approved variations to the *Gold Coast Planning Scheme 2003*, version 1.2, that affected the Place Code, Type of Assessment and Tables of Development of the Yatala Enterprise Area Local Area Plan, in determining the level of assessment for development applications.

Under Section 4.1, Table A of the Place Code, a Material Change of Use for Industry within both Precincts B and C is listed as self-assessable. However, due to non-compliance with the Acceptable Solutions of the relevant codes, the level of assessment is lifted to code

assessment, with Council's assessment limited to those items that do not comply with the relevant Acceptable Solutions.

6.4 IDENTIFIED CONSTRAINTS AND OVERLAYS

The following is a summary of the relevant identified overlays that apply to the subject land. Their applicability to the proposed development is discussed further in **Table 6** below.

6.4.1 NATURAL HAZARD (FLOOD) MANAGEMENT AREAS OVERLAY (OM17-5)

The subject site is located within the Natural Hazard (Flood) Management Areas Overlay and is identified within the 'Designated flood affected area' sub-category (refer **Figure 14**).

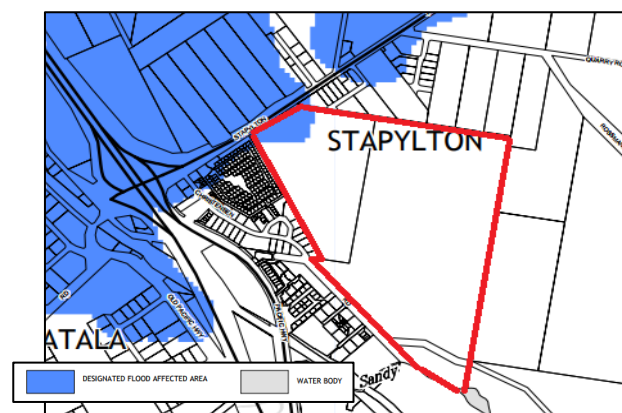


Figure 14 - Natural Hazard (Flood) Management Areas Overlay (OM17-5) (Gold Coast Planning Scheme 2003, version 1.2)

6.4.2 CONSERVATION STRATEGY PLAN OVERLAY (OM20-1)

The subject site is located within the Conservation Strategy Plan Overlay and is identified within the 'Major areas of existing bushland committed to development', and 'Existing remnant vegetation area and other natural systems' sub-categories (refer **Figure 15**).



Figure 15 - Conservation Strategy Plan Overlay Mapping (OM20-1) (Gold Coast Planning Scheme 2003, version 1.2)

6.4.3 SCENIC TOURIST ROUTES OVERLAY (OM22-1)

The subject site is located within the Scenic Tourist Routes Overlay and is identified within the 'Scenic tourist routes – Land' and 'Scenic tourists route – water' sub-categories (refer **Figure 16**).

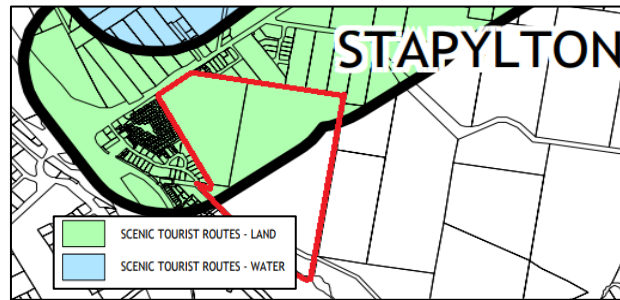


Figure 16 - Scenic Tourist Routes Overlay (OM22-1) (Gold Coast Planning Scheme 2003, version 1.2)

6.4.4 EXTRACTIVE RESOURCES OVERLAY (OM23-1)

The subject site is located within the Extractive Resources Overlay and is within the 'Haul routes' sub-category (refer **Figure 17**).

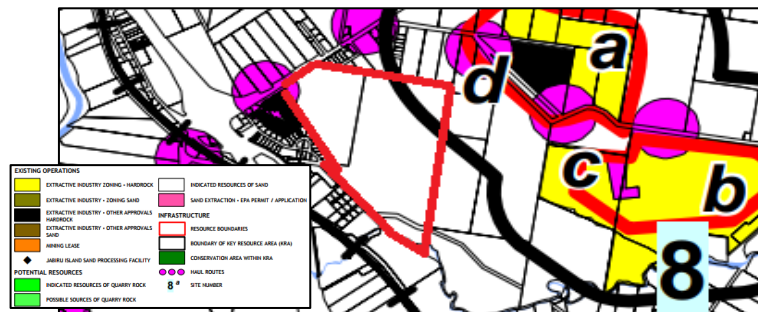


Figure 17 - Extractive Resources Overlay (OM23-1) (Gold Coast Planning Scheme 2003, version 1.2)

6.5 APPLICABLE CODES

Table 6 below lists the potentially applicable codes and their relevance to the proposed development on the subject site. A response to each of the applicable requirements under each relevant code has been provided in the Appendices of this report.

Table 6 - Relevant Local Planning Codes	
Place Code	
M38 Industrial Place Code	Applicable - The M38 Industrial Place Code is listed as a relevant code for assessment; therefore, this code has been addressed in Appendix E of this report.
Specific Development Codes	
Changes to Ground Level Creation of Waterbodies	Applicable - Operational Work is proposed seeking to ensure the pad is appropriate as per the proposed development. Therefore, a detailed assessment and consideration of this application against the code was considered applicable in this particular instance, and a response provided in Appendix E .
Landscape Work	Applicable – Landscaping is proposed to accompany this development. Therefore, a detailed assessment and consideration of this application against the code was considered applicable in this particular instance, and a response provided in Appendix E .
Reconfiguring a Lot	Applicable – The proposed development includes an aspect of reconfiguring a lot specifically seeking a boundary realignment
Vegetation Management	Not Applicable – No Operational Work application has been lodged for vegetation clearing, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Works for Infrastructure	Applicable – The Works for Infrastructure code is not listed as a relevant code for assessment within the Place Code. Therefore, a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance. Therefore a detailed assessment and consideration of this application against the code was considered applicable in this particular instance, and a response provided in Appendix E .
Constraint Codes	
Bushfire Management Areas	Not Applicable – The subject site has been predominantly cleared under historical approvals, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.

Table 6 - Relevant Local Planning Codes	
Canals and Waterways	Not Applicable – The proposed development area proposed is located completely outside of any mapped waterway, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Car Parking, Access and Transport Integration	Applicable - The Car Parking, Access and Transport Integration code is listed as a relevant code for assessment within the Place Code. Therefore, this code has been addressed in Appendix I of this report.
Cultural Heritage (Historic)	Not Applicable – The subject property is not known to be a listed property, therefore a detailed assessment and consideration of this application against this code was not considered applicable in this particular instance.
Cultural Heritage (Indigenous)	Not Applicable – The subject property is not known to be a site of indigenous cultural heritage, therefore a detailed assessment and consideration of this application against this code was not considered applicable in this particular instance.
Flood Affected Areas	Not Applicable – The proposed development area is located completely outside of any mapped flood affected areas, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Nature Conservation	Not Applicable – The proposed development is located within a historically cleared area and will not require any further clearing, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Natural Wetland Areas and Natural Waterways	Not Applicable – The proposed development is not located within a Natural wetland area, nor does it contain any Natural waterways. Therefore, assessment and consideration of this application against the code was not considered applicable in this particular instance.
Rail Corridor Environs	Not Applicable – The subject property is not near or within a rail corridor, therefore a detailed assessment and consideration of this application against this code was not considered applicable in this particular instance.
Road, Traffic Noise Management	Not Applicable – The proposed industrial subdivision does not include or involve a noise sensitive land use. Therefore, a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Sediment and Erosion Control	Not Applicable – The proposed development is located within a historically augmented area and will not require any further earthworks or clearing, therefore a detailed

Table 6 - Relevant Local Planning Codes	
	assessment and consideration of this application against the code was not considered applicable in this particular instance.
Service Roads (Pacific Motorway)	Not Applicable – The subject site is not located on the Pacific Highway service road, therefore, a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Steep Slopes or Unstable Soils	Not Applicable – The subject land is not identified within an area of 'land slip risk of instability', therefore a detailed assessment and consideration of this application against the constraint code was not considered applicable in this particular instance.
Unsewered Land	Not Applicable – The proposed development is located on an approved industrial lot that will be connected to Council's reticulated sewerage system, therefore a detailed assessment of this application against the constraint code was not considered applicable in this particular instance.

7.0 KEY CONSIDERATIONS

In addition to the detailed assessment of this proposed development against the Preliminary Approval and M38 Industrial Estate Place Code, the following key matters are considered relevant to the consideration and determination of this development application.

7.1 COMPLIANCE WITH PRELIMINARY APPROVAL

The Vantage Industrial Estate seeks to deliver an envisaged industrial product consistent with the outcomes prescribed within the overarching Preliminary Approval. Importantly, essential aspects of the Preliminary Approval are reflected within the proposed development, demonstrated by compliance with relevant acceptable outcomes and performance outcomes where required.

7.2 ACCEPTED TO CODE ASSESSMENT

The MCU aspect of the application remains 'Accepted to Code' due to a non-compliance with the Acceptable Solutions of the relevant codes. Therefore, assessment of this aspect of the application is limited to those non-compliances, which in this instance include:

- AS/PC4 of the Car Parking, Access and Transport Integration Code – Landscaped tree bays have not been provided to all parking areas;
- AS9/PC9 – M38 Industrial Place Code – Environmental management Plan (EMP); and
- AS10.2/PC10 – Refuse storage location.

A response to each of the non-compliances is provided within the attached code assessment (**Appendix E**) and are summarised below:

M38 Industrial Place Code

AS9/PC9 – This development application has not included an Environmental Management Plan (EMP) as the building itself has been located outside of the Precinct C area and notably the land use does not include any food related industries that may be affected by this precinct's controls.

AS10.2/PC10 – The refuse area cannot be feasibly or safely located within 1.5m of the frontage boundary given the location and curve of this boundary. Rather the refuse is located internal to the subject site where it can be safely collected.

Car Parking, Access and Transport Integration Code

AS/PC4 - Despite non-compliance with AS4, the proposed development provides ample landscaping throughout the development. Landscaping buffers are provided well in excess of scheme requirements along the side and rear boundaries. This landscaping includes various shade trees and mass planting species such as hedges and shrubs and serves to improve the visual amenity of the site as well as provide adequate shade.

7.3 COMPLIANCE WITH CAR PARKING RATES

Per the M38 Industrial Estate Place Code, the proposed use is required to provide two car parks for each tenancy, two car parks for every 50m² of Gross Floor Area (GFA) up to 500m² and 1

per 100m² of GFA after that. Given this prescribed rate, the proposed development is required to supply a total of 213 parking spaces to satisfy the use. The use proposes a total of 231 parking spaces, exceeding the prescribed amount. Further, given the staff and operation hours of the facility, being 220 staff (200 warehouse and 10 office) split over two shifts, the carparking rate provided will more than suffice in servicing the overall use and caters for an excess allowance that will ensure a smooth shift change between workers.

7.4 WASTE AND SERVICING

The proposed use expects to generate 950m³ of recyclable waste and 50m³ of non-recyclable waste per month. The proposed development will include provision of a bin storage area capable of accommodating two Type 2 bulk bins of 1,000 litres each, one for recycling and one for general waste. This will provide ample refuse storage that will be located within an enclosed, screen area with a hose cock and drainage.

7.5 DANGEROUS GOODS

The proposed development will involve storage Class 2 and 3 Dangerous goods stored on site (flammable gas and liquids). As such, this application is supported by a Dangerous Goods Threshold Assessment (**Appendix K**). The goods stored on site will only ever be temporarily stored as they are associated with the operation of the site seeing as they are fuels to be used by machinery and equipment on site. LPG, Petrol and Diesel will be held on site and used on site to operate machinery, and therefore is ancillary to the operation of the facility and does not constitute it's own use. Further, the Threshold Assessment has confirmed any offsite risks are considered negligible and the proposed development is acceptable for the land use.

7.6 BOUNDARY REALIGNMENT

The proposed boundary realignment will ensure the proposed industrial user has sufficient space for the operations and support office and carparking area. The boundary realignment will require minor augmentation of the lots sewer connections, with water connections and stormwater connections remaining fit for purpose. These augmentations are detailed within the submitted Civil Services Report, provided within **Attachment G**.

8.0 SUMMARY OF FINDINGS AND CONCLUSION

This application requests a Development Permit for Material Change of Use – Industry (modular home assembly with ancillary office), Reconfiguring a Lot – Boundary Realignment and Operational Work for Change to Ground Level at 2 and 10 Coastlink Court, Stapylton (formally described as Lots 203 and 202 on SP329487).

The proposed development seeks to establish an industrial use on site seeking to undertake modular building assembly use. A ‘topcoat’ of earthworks is also proposed to further grade the site and prepare it for development. The ROL aspect of the proposed development seeks to reflect a boundary realignment between lot 202 and 203 that will ensure the entirety of the land use and associated carparking is contained within Lot 202.

The proposed development is:

- Consistent with the State and regional planning provisions applicable to the subject site;
- Consistent with the Preliminary Approval that applies over the land, including the M38 Industrial Estate Place Code and M38 Staging and Land Use Classification Plan;
- Consistent with the intent and content of both Precincts B and C;
- Generally, in accordance with the performance criteria and acceptable solutions of the applicable development codes; and
- Appropriate within the context of the site and its surrounds without adversely impacting on the surrounding area, higher order roads and land uses, including through the incorporation of generous landscaping buffers around the full perimeter of the site.

The proposed development is appropriate within the context of the site and the planning framework for the area. Accordingly, it is requested that this application be favourably considered and approved subject to relevant and reasonable conditions.

Date: 23 May 2023
Contact: Natasha Sidabutar
Location: City Development
Telephone: 07 5582 8866
Your reference:
Our reference: MIN/2023/64

Frasers Property Australia Pty Ltd
C/- Gassman Development Perspectives Pty Ltd
PO BOX 392
BEENLEIGH QLD 4207

Dear Sir/Madam

Decision Notice

Property description	Lot 101 SP316137, Lot 102 SP316137, Lot 111 SP316137, Lot 103 SP316137, Lot 122 SP316137, Lot 104 SP316137, Lot 105 SP316137, Lot 106 SP316137, Lot 121 SP316137, Lot 107 SP316137, Lot 108 SP316137, Lot 109 SP316137, Lot 110 SP316137, Lot 120 SP316137, Lot 504 SP329485, Lot 112 SP316137, Lot 113 SP316137, Lot 114 SP316137, Lot 115 SP316137, Lot 116 SP316137, Lot 117 SP316137, Lot 118 SP316137, Lot 119 SP316137, Lot 503 SP329485, Lot 4 RP6843
Property location	1 Homestead Drive, STAPYLTON QLD 4207
Application details	Minor Change

Please find enclosed the decision notice for the proposed development identified above.

For further information regarding the assessment of this application, access the Planning and Development page on City of Gold Coast's website cityofgoldcoast.com.au and reference application number MIN/2023/64.

If you are unable to access the website, please email your query to mail@goldcoast.qld.gov.au and reference your application number.

Contacting us

Should you wish to clarify any issues contained in this letter, please do not hesitate to contact Planning Assessment on 07 5582 8866.

Yours sincerely

City Development Branch
Planning & Environment Directorate
For the Chief Executive Officer
Council of the City of Gold Coast

3 x attachments

Our reference: MIN/2023/64
Your reference: 5941

Decision notice— change application approval including amended suite of development conditions for MIN/2020/659

(Given under section 83(1) of the *Planning Act 2016*.)

The Council of the City of Gold Coast received your change application made under section 78 of the *Planning Act 2016* on 24 February 2023 for the development approval dated 8 December 2020.

Date of decision notice: 23 May 2023

Applicant details

Applicant name:	Frasers Property Australia Pty Ltd
Applicant's contact details:	C/- Gassman Development Perspectives PO Box 392 Beenleigh QLD 4207

Application details

Application number:	MIN/2023/64
Approval sought:	Minor change to a change to a development permit for Preliminary Approval for making a Material Change of Use to override the Planning Scheme for industry uses.
Details of the change:	• Amendments to the Land Use Classification and Staging Plan reflecting changes to amended lot configurations and internal road layout. • Administrative amendment: removal of reference to 'Stage 4' which has been previously removed from the staged development. • Administrative amendment: Amended acoustic report correcting reference made to Lot 109 and 110 as being included within Precinct A.
Original Application number	MCU201100650
Details of original decision	Preliminary Approval for making a Material Change of Use to override the Planning Scheme for industry uses.
Date of original decision	04 March 2013
Date of most recent change application	8 December 2020

Location details

Street address:	1 Homestead Drive, Stapylton Qld 4207
Real property description:	Lot 101 SP316137, Lot 102 SP316137, Lot 111 SP316137, Lot 103 SP316137, Lot 122 SP316137, Lot 104 SP316137, Lot 105 SP316137, Lot 106 SP316137, Lot 121 SP316137, Lot 107 SP316137, Lot 108 SP316137, Lot 109 SP316137, Lot 110 SP316137, Lot 120 SP316137, Lot 504 SP329485, Lot 112 SP316137, Lot 113 SP316137, Lot 114 SP316137, Lot 115 SP316137, Lot 116 SP316137, Lot 117 SP316137, Lot 118 SP316137, Lot 119 SP316137, Lot 503 SP329485, Lot 4 RP6843

Decision

Date of decision:	16 May 2023
Decision details:	Under Delegated Authority, the Executive Coordinator Planning Assessment of the City Development Branch of Council has resolved to approve the change in full and amend the existing conditions of approval.

Affected Entity(s) for the application

Not applicable – no part of the application required referral to an affected entity.

Details of the approval

Preliminary approval overriding the Planning Scheme in accordance with section 242 of the <i>Sustainable Planning Act 2009</i>	Minor change to Preliminary Approval for making a Material Change of Use to override the Planning Scheme for industry uses.
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Conditions

Amended conditions of approval for preliminary approval, which overrides the Planning Scheme for a material change of use for Industrial uses are enclosed in this notice.

A full suite of development conditions for the development approval is also enclosed in this notice.

Further development permits

The following development permits are required to be obtained before the development can be carried out:

- Development permit;
- Operational works;
- Application to work on the City's Infrastructure.

Notwithstanding the above, other approvals/development permits may be required.

Properly made submissions

Not applicable—No part of the application required public notification.

Approved plans and drawings

Approved plans and drawings reflecting the approved change(s) are attached and are identified in the conditions imposed by Council in the amended suite of development conditions.

Appeal rights

Applicant	You have appeal rights in relation to this decision. An appeal may be made against a responsible entity's decision for a change application. An appeal must be started within 20 business days after this notice is given to you. An appeal may be made to the Planning and Environment Court or, for certain matters which are identified in section 1(2) of Schedule 1 of the <i>Planning Act 2016</i>, to a development tribunal.
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	An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court or a development tribunal, as applicable. The notice of appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee. An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 10 business days after the appeal is started, to the persons identified in section 230(3) of the <i>Planning Act 2016</i>. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal. An extract of Chapter 6, Part 1 and Schedule 1 of the <i>Planning Act 2016</i> is attached to this notice, which sets out further information about the appeal rights.
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For further information please contact Natasha Sidabutar, Planner, on p: 07 5582 8866 or via email mail@goldcoast.qld.gov.au who will be pleased to assist.

AUTHORISED BY



Emily Walsh
A/Supervising Planner (North)
For the Chief Executive Officer
Council of the City of Gold Coast

enc:

New and/or amended conditions imposed by Council, as the Responsible Entity
Amended suite of development conditions for development approval MIN/2023/64

Attach:

Stamped approved plans and drawings for development approval MIN/2023/64
Appeal rights extracts

New and/or amended conditions imposed by Council as the Responsible Entity

Condition 1 currently reads:

1 Approved plans/drawings/documents

Undertake and maintain the development generally in accordance with the following plans/drawings/documents:

Title	Author	Date	Reference No.	Ver.
M38 Industrial Estate Place Code	Gassman Development Perspectives	June 2020	-	-
M38 Industrial Estate Land Use Classification and Staging Plan	Gassman Development Perspectives	18.06.2020	5941 P LU 01	B

The conditions of this approval are to be read in conjunction with the attached stamped approved drawings. Where a conflict occurs between the conditions of this approval and the stamped approved drawings, the conditions of this approval shall take precedence.

Condition 1 is changed to read:

1 Approved plans/drawings/documents

Undertake and maintain the development generally in accordance with the following plans/drawings/documents:

Title	Author	Date	Reference No.	Ver.
M38 Industrial Estate Place Code	Gassman Development Perspectives	June 2020	-	-
M38 Industrial Estate Land Use Classification and Staging Plan	Gassman Development Perspectives	23.01.2023	5941 P LU 01	C

The conditions of this approval are to be read in conjunction with the attached stamped approved drawings. Where a conflict occurs between the conditions of this approval and the stamped approved drawings, the conditions of this approval shall take precedence.

Condition 2 currently reads:

2 Staged construction of development

- a Subject to the changes required by Condition 1 within section B of this Decision Notice, the stages as shown on the following plan are approved (subject to the relevant Operational Works approvals):
 - i Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision B, dated 18/06/2020 and prepared by Gassman Development Perspectives.
- b The construction of the development must be in sequence of the stages shown on the approved staging plan.
- c Deleted.
- d Any subsequent proposed amendments to the approved staging plan (including sequence of development) must be approved in writing by the Chief Executive Officer.

Condition 2 is changed to read:

2 Staged construction of development

- a Subject to the changes required by Condition 1 within section B of this Decision Notice, the stages as shown on the following plan are approved (subject to the relevant Operational Works approvals):
 - i Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision C, dated 23.01.2023 and prepared by Gassman Development Perspectives.
- b The construction of the development must be in sequence of the stages shown on the approved staging plan.

- c Deleted.
- d Any subsequent proposed amendments to the approved staging plan (including sequence of development) must be approved in writing by the Chief Executive Officer.

Condition 9 currently reads:

9 Staged development

In accordance with Condition 1 of this Decision Notice the stages as shown on Approved Plan titled Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision B, dated 18/06/2020 and prepared by Gassman Development Perspectives, are approved for the purposes of construction (subject to the relevant Operational Work approvals) and compliance assessment of subdivision plans, subject to the following requirements:

- a The future Operational Works application can cover more than one stage. However, the engineering plans must be split into the individual stages shown on the approved staging plan.
- b The construction of any approved operational works (including provision of "as constructed" information) and compliance assessment of subdivision plans must be in the sequence (i.e. order) of the stages shown on the approved staging plan. To be clear, the subdivision plan for stage 1 must be approved by Council before (or at the same time as) the stage 2 subdivision plan, and so on.
- c Subdivision plans must correspond to the stages as shown on the approved staging plan.
- d Any subsequent proposed amendments to the stage boundaries or the sequence of development must be first approved by Council as a change to the reconfiguration of a lot development approval and any operational work development approval.

Condition 9 is changed to read:

9 Staged development

In accordance with Condition 1 of this Decision Notice the stages as shown on Approved Plan titled Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision C, dated 23/01/2023 and prepared by Gassman Development Perspectives, are approved for the purposes of construction (subject to the relevant Operational Work approvals) and compliance assessment of subdivision plans, subject to the following requirements:

- a The future Operational Works application can cover more than one stage. However, the engineering plans must be split into the individual stages shown on the approved staging plan.
- b The construction of any approved operational works (including provision of "as constructed" information) and compliance assessment of subdivision plans must be in the sequence (i.e., order) of the stages shown on the approved staging plan. To be clear, the subdivision plan for stage 1 must be approved by Council before (or at the same time as) the stage 2 subdivision plan, and so on.
- c Subdivision plans must correspond to the stages as shown on the approved staging plan.
- d Any subsequent proposed amendments to the stage boundaries or the sequence of development must be first approved by Council as a change to the reconfiguration of a lot development approval and any operational work development approval.

Condition 10 currently reads:

10 External Roadworks

Prior to the issue of any development approval associated with the relevant stage, functional road layout plans (including land dedications) must be submitted for the following:

- a the upgrade of Christensen Road and Christensen Road South;
- b the intersection of Christensen Road South and proposed new road;
- c the intersection of Christensen Road and proposed new road;
- d the intersection of Christensen Road and the Eastern Service Road;
- e the re-prioritisation of the intersection of Christensen Road and Christensen Road South.

The functional road layout plans must be supported by a Traffic Impact Assessment Report, and must be completed at no cost to Council and to the satisfaction of the Chief Executive Officer.

Advice Note: Any identified roadworks supported by Council will be conditioned for construction as part of future development applications.

Condition 10 is changed to read:

11 External Roadworks

Prior to the issue of any development approval associated with the relevant stage, functional road layout plans (including land dedications) must be submitted for the following:

- a the upgrade of Christensen Road and Christensen Road South;
- b the intersection of Christensen Road and proposed new road;
- c the intersection of Christensen Road and the Eastern Service Road;
- d the re-prioritisation of the intersection of Christensen Road and Christensen Road South.

The functional road layout plans must be supported by a Traffic Impact Assessment Report and must be completed at no cost to Council and to the satisfaction of the Chief Executive Officer.

Advice Note: Any identified roadworks supported by Council will be conditioned for construction as part of future development applications.

Condition 15 currently reads:

15 Detailed landscape plan to be submitted for approval relating to landscape buffers within Stage 1, 2 and 4.

- a A landscape buffer ten (10) metres wide for the length of the western property boundary of Precinct A, six (6) metres wide for the entire length of the subject site adjoining the Stapylton Jacobs Well Road frontage and twenty (20) metres wide for the length of the eastern boundary of Precinct C, the applicant must submit to Council for approval a detailed landscape plan, by making a development application for operational work (landscape work).
- b Approval of proposed landscaping plan must be obtained prior to the commencement of works relating to relating to the corresponding stages, being stages 1, 2 and 4, of this development. The approved landscape work must be completed prior to the commencement of use of any part of the corresponding stage, being stages 1, 2 or 4 of this development.
- c Without limiting the requirements of the planning scheme's Landscape Work Specific Development Code, the detailed landscape plan must:
 - i Be prepared by a qualified landscape architect or similar landscape design professional;
 - ii Be in general accordance with the Statement of Landscape Intent, being:

Drawing Title	Author	Date	Drawing No.	Ver
Landscape Intent	Gassman Development Perspectives	21 February 2020	1-5	C

- iii Reflect the approved layout (including any amendments to that layout required by these conditions) and the conditions of this approval; and
 - iv Comply with Planning Scheme Policy 13 – Landscape Strategy Part 2 – Landscape Works Documentation Manual.
- d The required landscaping plan for the northern boundary must demonstrate
 - i A landscaped buffer six (6) metres wide for the entire length of the subject site adjoining the Stapylton Jacobs Well Road frontage; and
 - ii That the buffers contain dense tree planting to soften and screen the development.
- e The required landscaping plan for the western boundary must demonstrate
 - i A buffer ten (10) metres wide for the length of the western property boundary of Precinct A;
 - ii A solid fence with a maximum height of 2.4 metres designed and located in accordance with acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338 R01B), located wholly within the subject site, for the length of the western property boundary of Precinct A. The fence must be of a durable fencing material with a minimum life span of 20 years. The fencing material and colour must be nominated;
 - iii Dense tree planting, at grade, with a minimum width of three (3) metres along the western boundary for the entire length of Precinct A;

- iv Where a minimum batter of 1V:3H can be achieved, landscaping must be provided within the entire ten (10) metre width;
- v Maximum batter grade of 1V:1.1H within the remaining seven (7) metres.
- f The required landscaping plan for the eastern boundary must demonstrate
 - i A landscape buffer with a minimum width of twenty (20) metres for the entire length of the eastern property boundary, within Precinct C;
 - ii That the buffer contains dense tree planting to soften and screen the development;
 - iii An undisturbed corridor with a width of ten (10) metres from the boundary, where all existing vegetation is retained and no earthworks are permitted to encroach;
 - iv Earthworks, where required, must not encroach the ten (10) metre undisturbed corridor;
 - v All batters proposed within the buffer area have a maximum grade of 1V:2H where the batter is within fill and 1V:3H where the batter is within cut. The cut batter may have a maximum grade of 1V:2H, provided it is over-excavated, micro-benched and incorporates a minimum 400mm soil depth, as per correspondence from Douglas Partners, Project 90520.00. L.002.docx, Dated 24 January 2019 titled Batter Treatment.

Condition 15 is changed to read:

15 Detailed landscape plan to be submitted for approval relating to landscape buffers within Stage 1, 2 and 3.

- a A landscape buffer ten (10) metres wide for the length of the western property boundary of Precinct A, six (6) metres wide for the entire length of the subject site adjoining the Stapylton Jacobs Well Road frontage and twenty (20) metres wide for the length of the eastern boundary of Precinct C, the applicant must submit to Council for approval a detailed landscape plan, by making a development application for operational work (landscape work).
- b Approval of proposed landscaping plan must be obtained prior to the commencement of works relating to relating to the corresponding stages, being stages 1, 2 and 3, of this development. The approved landscape work must be completed prior to the commencement of use of any part of the corresponding stage, being stages 1, 2 or 3 of this development.
- c Without limiting the requirements of the planning scheme's Landscape Work Specific Development Code, the detailed landscape plan must:
 - i Be prepared by a qualified landscape architect or similar landscape design professional;
 - ii Be in general accordance with the Statement of Landscape Intent, being:

Drawing Title	Author	Date	Drawing No.	Ver
Landscape Intent	Gassman Development Perspectives	21 February 2020	1-5	C
 - iii Reflect the approved layout (including any amendments to that layout required by these conditions) and the conditions of this approval; and
 - iv Comply with Planning Scheme Policy 13 – Landscape Strategy Part 2 – Landscape Works Documentation Manual.
- d The required landscaping plan for the northern boundary must demonstrate
 - i A landscaped buffer six (6) metres wide for the entire length of the subject site adjoining the Stapylton Jacobs Well Road frontage; and
 - ii That the buffers contain dense tree planting to soften and screen the development.
- e The required landscaping plan for the western boundary must demonstrate
 - i A buffer ten (10) metres wide for the length of the western property boundary of Precinct A;
 - ii A solid fence with a maximum height of 2.4 metres designed and located in accordance with acoustic report prepared by Acoustic Works dated 19 January 2023 (reference: 2019338 R01C), located wholly within the subject site, for the length of the western

- b The land identified in paragraph (a) must be transferred in fee simple as 'Public Open Space' to Council of the City of Gold Coast as Trustee.
- c Council will hold the land in trust for community infrastructure and may use the land, or permit the land to be used, for purposes that do not compromise the purpose for which the land is dedicated.
- d The applicant must lodge the transfer documents with Council at the same time as lodgement of the subdivision plans for Stage 4 or, if no subdivision plans are required, prior to the commencement of any use within Stage 4 of this development.
- e Where subdivision plans are required, the applicant must provide Council with evidence of the transfer of the land identified in paragraph (a) within 30 days of the registration of the subdivision plan that shows the entirety of the land identified in paragraph (a).
- f The transfer of the land to Council must be at no cost to Council.

- b The land identified in paragraph (a) must be transferred in fee simple as 'Public Open Space' to Council of the City of Gold Coast as Trustee.
- c Council will hold the land in trust for community infrastructure and may use the land, or permit the land to be used, for purposes that do not compromise the purpose for which the land is dedicated.
- d The applicant must lodge the transfer documents with Council at the same time as lodgement of the subdivision plans for Stage 3 or, if no subdivision plans are required, prior to the commencement of any use within Stage 3 of this development.
- e Where subdivision plans are required, the applicant must provide Council with evidence of the transfer of the land identified in paragraph (a) within 30 days of the registration of the subdivision plan that shows the entirety of the land identified in paragraph (a).
- f The transfer of the land to Council must be at no cost to Council.

Condition 25 currently reads:

25 Preparation of open space management plan (OSMP) to be submitted for approval addressing all areas of land to be transferred to Council as public open space

- a An Open Space Management Plan ('OSMP') must be prepared, addressing all areas of land to be transferred to Council, specifically the area of land south of Christensen Road to be dedicated to Council as public open space.
- b The OSMP must be submitted and approved by the Chief Executive Officer prior to the approval of any development permit for operational works (change to ground level, bulk earthworks, tree works, landscaping, whichever comes first) within Stage 4 of this development. The OSMP is not an approved report until a Council approved letter has been issued in respect of it.
- c The OSMP must be prepared by a suitably qualified professional and must be:
 - ii In accordance with Council's Open Space Management Guideline: Guideline for the preparation of Reports and Plans associated with the dedication of Public Open Space (November 2007, Version 1); and
 - iii Generally in accordance with:
 - A The approved reconfiguration layout (including any amendments required by these conditions).
 - B Relevant conditions of approval.
- d The submitted OSMP must demonstrate compliance with the Open Space requirements in Section 6 of the Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings and must address the following site-specific issue:
 - ii Detail a rehabilitated sixty (60) metre buffer from the high bank of Sandy Creek.

Condition 25 is changed to read:

25 Preparation of open space management plan (OSMP) to be submitted for approval addressing all areas of land to be transferred to Council as public open space

- a An Open Space Management Plan ('OSMP') must be prepared, addressing all areas of land to be transferred to Council, specifically the area of land south of Christensen Road to be dedicated to Council as public open space.
- b The OSMP must be submitted and approved by the Chief Executive Officer prior to the approval of any development permit for operational works (change to ground level, bulk earthworks, tree works, landscaping, whichever comes first) within Stage 3 of this development. The OSMP is not an approved report until a Council approved letter has been issued in respect of it.
- c The OSMP must be prepared by a suitably qualified professional and must be:
 - i In accordance with Council's Open Space Management Guideline: Guideline for the preparation of Reports and Plans associated with the dedication of Public Open Space (November 2007, Version 1); and
 - ii Generally in accordance with:

- A The approved reconfiguration layout (including any amendments required by these conditions).
 - B Relevant conditions of approval.
- d The submitted OSMP must demonstrate compliance with the Open Space requirements in Section 6 of the Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings and must address the following site-specific issue:
 - i Detail a rehabilitated sixty (60) metre buffer from the high bank of Sandy Creek.

Condition 26 currently reads:

26 Compliance assessment of OSMP

The OSMP is a document requiring compliance assessment under the Sustainable Planning Act 2009. A request for compliance assessment must be made in accordance with the Sustainable Planning Act 2009 for a compliance certificate approving the document, in accordance with the following:

Matters or things against which the document must be assessed	• The planning scheme's Landscape Works Specific Development Code; • The planning scheme's Vegetation Management Specific Development Code; • The planning scheme's Bushfire Management Areas Constraint Code; • The planning scheme's Canals and Waterways Constraint Code; • The planning scheme's Cultural Heritage (Indigenous) Constraint Code; • The planning scheme's Natural Wetland Areas and Natural Waterways Constraint Code; • The planning scheme's Nature Conservation Constraint Code; • Policy 10 – Guidelines for Preparing Management Plans and Plans of Development; • Planning Scheme Policy 11 – Land Development Guidelines; • Planning Scheme Policy 17 – Site Analysis; and • Council's Open Space Management Guideline: Guideline for the preparation of Reports and Plans associated with the dedication of Public Open Space (November 2007, Version 1).
Compliance assessor	Gold Coast City Council
When the request for compliance assessment must be made	Prior to the approval of any development applications for operational work (inclusive of change to ground level, works for infrastructure, vegetation clearing or landscape work) for Stage 4.

The OSMP is not an approved report until a compliance certificate has been issued in respect of it.

Condition 26 is changed to read:

26 Compliance assessment of OSMP

The OSMP is a document requiring compliance assessment under the Sustainable Planning Act 2009. A request for compliance assessment must be made in accordance with the Sustainable

Planning Act 2009 for a compliance certificate approving the document, in accordance with the following:

Matters or things against which the document must be assessed	• The planning scheme's Landscape Works Specific Development Code; • The planning scheme's Vegetation Management Specific Development Code; • The planning scheme's Bushfire Management Areas Constraint Code; • The planning scheme's Canals and Waterways Constraint Code; • The planning scheme's Cultural Heritage (Indigenous) Constraint Code; • The planning scheme's Natural Wetland Areas and Natural Waterways Constraint Code; • The planning scheme's Nature Conservation Constraint Code; • Policy 10 – Guidelines for Preparing Management Plans and Plans of Development; • Planning Scheme Policy 11 – Land Development Guidelines; • Planning Scheme Policy 17 – Site Analysis; and • Council's Open Space Management Guideline: Guideline for the preparation of Reports and Plans associated with the dedication of Public Open Space (November 2007, Version 1).
Compliance assessor	Gold Coast City Council
When the request for compliance assessment must be made	Prior to the approval of any development applications for operational work (inclusive of change to ground level, works for infrastructure, vegetation clearing or landscape work) for Stage 3.

The OSMP is not an approved report until a compliance certificate has been issued in respect of it.

Condition 27 currently reads:

27 Compliance certificate with future operational work development applications

A copy of compliance certificate for the OSMP must be provided with any future operational work development applications for Stage 4.

Condition 27 is changed to read:

27 Compliance certificate with future operational work development applications

A copy of compliance certificate for the OSMP must be provided with any future operational work development applications for Stage 3.

Condition 30 currently reads:

30 Acoustic report

- a The development must be designed and constructed in accordance with all recommendations outlined in acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338).

- b Any alteration to the design or construction of the development that prevents the recommendations of the approved acoustic report being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.
- c Hours of operation within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday.

Condition 30 is changed to read:

30 Acoustic report

- a The development must be designed and constructed in accordance with all recommendations outlined in acoustic report prepared by Acoustic Works dated 19 January 2023 (reference: 2019338 R01C).
- b Any alteration to the design or construction of the development that prevents the recommendations of the approved acoustic report being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.
- c Hours of operation within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday.

Condition 31 currently reads:

31 Acoustic barrier

A continuous line of buildings adjacent to the full extent of the western property boundary adjoining the residential development as per the recommendations within approved acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338) is to be provided ensuring the following treatment is incorporated:

- a Buildings to be a minimum 5m high;
- b No gaps to be present between buildings;
- c Buildings to be constructed of solid concrete or masonry with a minimum thickness of 100mm;
- d No openings (other than emergency doors) are to be located on the western façade facing the residential properties. Any doors are to be a minimum 45mm thick solid core door with a minimum density of 25kg/m² with acoustic gasket seals around the top and sides and a seal the base;
- e Insulation blanket is to be installed in the roof of the buildings with a minimum thickness of 75mm;
- f Any penetrations through the western building façade should be acoustically treated to ensure the acoustic rating is maintained; and
- g Any alteration to the design or construction of the development that prevents the above recommendations being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.

Condition 31 is changed to read:

31 Acoustic barrier

A continuous line of buildings adjacent to the full extent of the western property boundary adjoining the residential development as per the recommendations within approved acoustic report prepared by Acoustic Works dated 19 January 2023 (reference: 2019338 R01C) is to be provided ensuring the following treatment is incorporated:

- a Buildings to be a minimum 5m high;
- b No gaps to be present between buildings;
- c Buildings to be constructed of solid concrete or masonry with a minimum thickness of 100mm;
- d No openings (other than emergency doors) are to be located on the western façade facing the residential properties. Any doors are to be a minimum 45mm thick solid core door with a

minimum density of 25kg/m² with acoustic gasket seals around the top and sides and a seal the base;

- e Insulation blanket is to be installed in the roof of the buildings with a minimum thickness of 75mm;
- f Any penetrations through the western building façade should be acoustically treated to ensure the acoustic rating is maintained; and
- g Any alteration to the design or construction of the development that prevents the above recommendations being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.

Condition 33 currently reads:

33 Certificate of Compliance

Prior to occupation of any premise within Precinct A of the development, a Certificate of Compliance from a suitably qualified acoustic professional is to be provided so as to confirm that buildings have been constructed in accordance with the recommendations within approved acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338).

Condition 33 is changed to read:

33 Certificate of Compliance

Prior to occupation of any premise within Precinct A of the development, a Certificate of Compliance from a suitably qualified acoustic professional is to be provided so as to confirm that buildings have been constructed in accordance with the recommendations within approved acoustic report prepared by Acoustic Works dated 19 January 2023 (reference: 2019338 R01C).

Condition 53 currently reads:

53 General wastewater servicing arrangement

Unless otherwise determined by Gold Coast Water, the wastewater servicing arrangements shall be generally in accordance with the following:

- a Connect Stage 1 to Council's existing live 100mm diameter sewer rising main located within the southern verge of Stapylton Jacobs Well Road via an interim trunk sewer pump station to be contained within the Stage 1 road reserve extent (refer to drawing no. 5941 ENG EXTSEW SK003 Rev B prepared by Gassman Development Perspectives dated 12-11-2020);
- b The balance of Stage 2, Stage 3 and Stage 4 shall gravitate into Council's future trunk wastewater network located on the Christensen Road frontage of the subject site.

Condition 53 is changed to read:

53 General wastewater servicing arrangement

Unless otherwise determined by Gold Coast Water, the wastewater servicing arrangements shall be generally in accordance with the following:

- a Connect Stage 1 to Council's existing live 100mm diameter sewer rising main located within the southern verge of Stapylton Jacobs Well Road via an interim trunk sewer pump station to be contained within the Stage 1 road reserve extent (refer to drawing no. 5941 ENG EXTSEW SK003 Rev B prepared by Gassman Development Perspectives dated 12-11-2020);
- b The balance of Stage 2, and Stage 3 shall gravitate into Council's future trunk wastewater network located on the Christensen Road frontage of the subject site.

Condition 54 currently reads:

54 Connection point

The applicant must submit to Gold Coast Water and obtain approval prior to making any development application for a Development Permit or Building Work:

- a Pump Station BE45 catchment (part of Stage 1):

- i Demonstrate development can be connected by gravity to BE45,
- b Proposed new pump station near Stapylton-Jacobs Well Road (balance of Stage 1 and part of Stage 2 that's drains to this new pump station):
 - i Demonstrate that downstream wastewater infrastructure has sufficient capacity to accommodate the new wastewater pump station;
 - ii Demonstrate an ability to deliver the new wastewater pump station in time to service the proposed development.
- c Long Term Strategy (balance of Stage 2, Stage 3 and Stage 4):
 - i Demonstrate that balance of Stage 2 and Stage 3 gravitate to Stage 4; and
 - ii Demonstrate that downstream wastewater infrastructure has sufficient capacity to accommodate the development.

Note: The development is out of sequence in respect of wastewater services. The wastewater network scenario may change as a result of the future planning of the Beenleigh, Stapylton and Pimpama Wastewater Treatment plants. The applicant is advised to liaise with Gold Coast Water.

Condition 54 is changed to read:

54 Connection point

The applicant must submit to Gold Coast Water and obtain approval prior to making any development application for a Development Permit or Building Work:

- a Pump Station BE45 catchment (part of Stage 1):
 - i Demonstrate development can be connected by gravity to BE45,
- b Proposed new pump station near Stapylton-Jacobs Well Road (balance of Stage 1 and part of Stage 2 that's drains to this new pump station):
 - i Demonstrate that downstream wastewater infrastructure has sufficient capacity to accommodate the new wastewater pump station;
 - ii Demonstrate an ability to deliver the new wastewater pump station in time to service the proposed development.
- c Long Term Strategy (balance of Stage 2, and Stage 3):
 - i Demonstrate that balance of Stage 2 gravitates to Stage 3; and
 - ii Demonstrate that downstream wastewater infrastructure has sufficient capacity to accommodate the development.

Note: The development is out of sequence in respect of wastewater services. The wastewater network scenario may change as a result of the future planning of the Beenleigh, Stapylton and Pimpama Wastewater Treatment plants. The applicant is advised to liaise with Gold Coast Water.

Property Notification A currently reads:

A Noise/Acoustic

There are development approval conditions applicable in relation to acoustic issues on this lot/subsequent lots. All property owner(s) must ensure compliance with these conditions. Refer to Council of the City of Gold Coast's Decision Notice MIN/2019/762. A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline

Property Notification A is changes reads:

A Noise/Acoustic

There are development approval conditions applicable in relation to acoustic issues on this lot/subsequent lots. All property owner(s) must ensure compliance with these conditions. Refer to Council of the City of Gold Coast's Decision Notice MIN/2023/64. A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline

Amended suite of development conditions for development approval MIN/2023/64

For ease of reference only, a consolidated set of the conditions, incorporating the above changes, of the of the Preliminary Approval dated 30 June 2020 for making a Material Change of Use to override the Planning Scheme for Industry uses is set out below:

NATURE OF DECISION

- A** Under Delegated Authority the Manager of the City Development Branch decides as follows in respect of the applicant's representations:
- B** Under Delegated Authority the Manager of the City Development Branch gives a new decision notice approving the issue of preliminary approval for material change of use to override the Planning Scheme for Industry Uses, subject to the following conditions:
- 1 The issue of a preliminary approval for a material change of use for Industry land uses;**
 - 2 The following variations to the effect of the planning scheme:**
 - a Type of assessment
The following tables of development vary the effect of Section A/B/C/D/E/F/G of the Yatala Enterprise Area Local Area Plan Table of Development for determining the type of assessment for the approved material change of use and operational work relating to the approved material change of use:

A: Material Change of Use

Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct A (Low Impact and Service Industry)			
Agriculture	Café	Bulk Garden Supplies	Motor Vehicle Repairs n.e.i
Animal Husbandry	Car Park	Caretakers Residence	Salvage Yard
Conservation (natural area management)	Convenience Shop	Estate Sales Office	Service Station
Low-Impact Telecommunications Facility	Low Impact Industry	Family Accommodation	Transport Terminal
	Milk Depot	Food Industry	
	Service Industry	Industry	
Minor Change in the scale or intensity of an existing lawful use	Take-Away Food Premises	Manufacturer's Shop	
Park	Temporary Use	Outdoor Storage Area	
Public Utility	Warehouse	Rural Industry	
		Telecommunications Facilities n.e.i.	

Precinct B (General Impact Business and Industry)			
Agriculture Animal Husbandry Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Café Car Park Convenience Shop Industry Low Impact Industry Manufacturer's Shop Milk Depot Outdoor Storage Area Service Industry Take-Away Food Premises Temporary Use Warehouse	Bulk Garden Supplies Caretakers Residence Food Industry Rural Industry Telecommunications Facilities n.e.i. Transport Terminal	Motor Vehicle Repairs n.e.i Salvage Yard Service Station

Precinct C (Limited General Impact Business and Industry)			
Agriculture Animal Husbandry Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Car Park Industry Low Impact Industry Manufacturer's Shop Outdoor Storage Area Service Industry Temporary Use Warehouse	Bulk Garden Supplies Caretakers Residence Rural Industry Telecommunications Facilities n.e.i Transport Terminal	Café Convenience Shop Food Industry Milk Depot Motor Vehicle Repairs n.e.i Salvage Yard Service Station Take-Away Food Premises

Precinct D (Open Space/Reserve)			
Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Temporary Use	Telecommunications Facility n.e.i	Agriculture

B: OPERATIONAL WORKS - CHANGE TO GROUND LEVEL

Exempt	Self Assessable	Code Assessable	Impact Assessable
Operational Work that involves extraction, excavation or fill that:			
		Exceeds a volume of 100 cubic metres of fill or excavation, or is closer than 20 metres from the allotment boundary and is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the Queensland Heritage Register – Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987; OR is located on land which is the subject of a native title claim; OR Is located on land that is known to the owner and/or the developer to be of indigenous cultural heritage value	

C: OPERATIONAL WORKS - ADVERTISING DEVICE

Exempt	Self Assessable	Code Assessable	Impact Assessable
	Advertising Device that is: a) not illuminated, nor animated, and where the total area of signage per street frontage does not exceed the following for each precinct: Precinct A:20 m ² b) not on land with frontage to an arterial road or any State controlled road	Advertising Devices n.e.i.	

D: OPERATIONAL WORKS - INFRASTRUCTURE AND LANDSCAPE WORK

Exempt	Self Assessable	Code Assessable	Impact Assessable
Minor Landscape Work		Landscape Work n.e.i. Works for Infrastructure	

E: OPERATIONAL WORKS - VEGETATION CLEARING

Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct A and B and C (Low Impact and Service Industry, General Impact Business and Industry and Limited General Impact Business and Industry)			
	Results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and complies with the Acceptable Solutions of Specific Development Code 36 – Vegetation Management; OR Results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height, and complies with the Acceptable Solutions of Specific Development Code 36 – Vegetation Management.	Results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and provides an alternative solution to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management; OR Results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height, and provides an alternative solution to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management; or Results in the removal of, or damage to the existing wedge-tailed eagles nest (Aquila audax) in the north eastern corner of Precinct C, which is not in accordance with the vegetation removal requirements detailed in the approved relocation plan required by the conditions of this Development Permit.	

F: RECONFIGURATION OF A LOT

Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct A and B (Low Impact and Service Industry and General Impact Business and Industry)			
		Results in no lots with an area less than 2,000m ² ; OR Entails only a Community Title Subdivision (including Standard Format Plan and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing approved development	
Precinct C (Limited General Impact business and Industry)			
		Results in no lots with an area less than 10,000m ² .	
Precinct D (Open Space/Reserve)			
		Results in no lots with an area less than 20 hectares; OR Entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development.	

b Codes varying the effect of the planning scheme

Subject to the amendments listed in this Decision Notice, the following code varies the effect of the planning scheme code/s listed for the approved material change of use:

New Code	Existing code varied by new code
Generations Industrial Park Place Code	Yatala Enterprise Area Local Area Plan

c The Preliminary Approval pursuant to section 242 of SPA 2009 does not seek to override any further Specific Development Codes or Constraint Codes of the Gold Coast Planning Scheme 2003, version 1.2.

C The conditions that attach to this preliminary approval are as follows:

APPROVED PLANS/DRAWINGS/DOCUMENTS

1 Approved plans/drawings/documents

Undertake and maintain the development generally in accordance with the following plans/drawings/documents:

Title	Author	Date	Reference No.	Ver.
M38 Industrial Estate Place Code	Gassman Development Perspectives	June 2020	-	-
M38 Industrial Estate Land Use Classification and Staging Plan	Gassman Development Perspectives	23/01/2023	5941 P LU 01	C

The conditions of this approval are to be read in conjunction with the attached stamped approved drawings. Where a conflict occurs between the conditions of this approval and the stamped approved drawings, the conditions of this approval shall take precedence.

2 Staged construction of development

- a Subject to the changes required by Condition 1 within section B of this Decision Notice, the stages as shown on the following plan are approved (subject to the relevant Operational Works approvals):
 - i Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision C, dated 23/01/2023 and prepared by Gassman Development Perspectives.
- b The construction of the development must be in sequence of the stages shown on the approved staging plan.
- c Deleted.
- d Any subsequent proposed amendments to the approved staging plan (including sequence of development) must be approved in writing by the Chief Executive Officer.

3 Decision notice and approved plans/drawings to be submitted with subsequent application

A copy of this decision notice and accompanying stamped approved plans/drawings must be submitted with any building development application or operational works application relating to or arising from this development approval.

4 Any deviations require further approval

Any proposed deviation from the approved plans/drawings as a result of on-site or in-situ conditions must not be made unless amended plans/drawings are submitted and approved by Council. The development must be carried out in accordance with the approved amended plans/drawings.

ADVERTISING

5 Advertising device

No advertising device is to be placed on the premises without the necessary development permit for operational work (advertising device) and/or approval under Council's Local Law No.16 (Licensing) 2008 and Subordinate Local Law No. 16.8 (Advertisement) 2008. The Applicant should contact Council's Health, Regulatory and Lifeguard Services Branch on (07) 5581 6668 to discuss approval requirements.

AMENITY

6 No nuisance from lighting

All lighting devices must be positioned on the premises and shielded to the satisfaction of the Chief Executive Officer so as not to cause glare or other nuisance to surrounding development and motorists

7 Restricted paint colours

Buildings and structures must not be painted in highly reflective, bright or obtrusive colours.

8 Location of equipment and ventilation/air-condition units

All service equipment, mechanical ventilation and air-condition units associated with the use of the premises must be installed and located to the satisfaction of the Chief Executive Officer so as not to cause nuisance or disturbance to persons outside the curtilage of the premises.

CITY TRANSPORT

9 Staged development

In accordance with Condition 1 of this Decision Notice the stages as shown on Approved Plan titled Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision C, dated 23/01/2023 and prepared by Gassman Development Perspectives, are approved for the purposes of construction (subject to the relevant Operational Work approvals) and compliance assessment of subdivision plans, subject to the following requirements:

- a The future Operational Works application can cover more than one stage. However, the engineering plans must be split into the individual stages shown on the approved staging plan.
- b The construction of any approved operational works (including provision of "as constructed" information) and compliance assessment of subdivision plans must be in the sequence (i.e., order) of the stages shown on the approved staging plan. To be clear, the subdivision plan for stage 1 must be approved by Council before (or at the same time as) the stage 2 subdivision plan, and so on.
- c Subdivision plans must correspond to the stages as shown on the approved staging plan.
- d Any subsequent proposed amendments to the stage boundaries or the sequence of development must be first approved by Council as a change to the reconfiguration of a lot development approval and any operational work development approval.

10 External Roadworks

Prior to the issue of any development approval associated with the relevant stage, functional road layout plans (including land dedications) must be submitted for the following:

- a the upgrade of Christensen Road and Christensen Road South;
- b the intersection of Christensen Road and proposed new road;
- c the intersection of Christensen Road and the Eastern Service Road;
- d the re-prioritisation of the intersection of Christensen Road and Christensen Road South.

The functional road layout plans must be supported by a Traffic Impact Assessment Report and must be completed at no cost to Council and to the satisfaction of the Chief Executive Officer.

Advice Note: Any identified roadworks supported by Council will be conditioned for construction as part of future development applications.

11 Land dedication for road widening

Land must be dedicated to Council for road widening purposes. All land to be dedicated to Council must be completed at no cost to Council and to the satisfaction of the Chief Executive Officer, the timing of which will be determined as part of each subsequent application.

ACID SULFATE SOILS AND GROUNDWATER

12 Approved acid sulfate soil management plan must be complied with

- a All works must be undertaken with due regard to the possibility of encountering acid sulfate soils.
- b The applicant must comply with the approved acid sulfate soil management plan, being Acid Sulfate Soil investigation, Lot 1 on RP 6882 and Lot 240 on W31320 Stapylton Jacobs Well Road and Christensen Road, Stapylton, prepared by ADG consulting and dated August 2011, in the carrying out of works and in the testing, treatment and management of acid sulfate soils.

VEGETATION MANAGEMENT

13 Staged tree clearing

Tree clearing onsite must be staged in accordance with the approved staging development plan as required by Condition no.1 of this Decision Notice.

14 Vegetation works OPW application required

This approval does not approve vegetation clearing or damage. Prior to commencement of such works, a development application for operational work (vegetation works) must be made to and approved by Council for any works proposing clearing or damage to any Protected Vegetation. The application must be accompanied by a copy of each of the following plans (and, where a plan has already been approved, that plan must be accompanied by the corresponding approval documentation (i.e., decision notice or letter of approval)):

- a The approved MCU layout plan.
- b The approved bushfire management plan/site specific Bushfire Hazard letter.
- c Plans clearly identifying which vegetation is proposed to be removed and which vegetation is proposed to be retained.
- d A letter from an EPA-approved spotter-catcher together with any necessary fauna management plan or a QPWS-endorsed fauna translocation management plan.
- e A sediment and erosion control and construction management plan.

For this condition 'Protected Vegetation' is defined as vegetation that is:

- i equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level irrespective of the domain or LAP; or
- ii equal to, or in excess of, four metres in height in the Rural, Park Living or Emerging Communities Domains, Burleigh Ridge LAP, Coomera LAP (Precincts 7, 9 and 10), Coomera Town Centre (Precincts 8, 10 and 11), Currumbin Hill LAP, Eagleby LAP (Precinct 6), East Coomera/Yawalpah Conservation LAP, Guragunbah LAP, Hope Island LAP (Precinct 3), Mudgeeraba Village LAP, Nerang LAP (Precincts 9 and 10), South Stradbroke LAP, Uplands Dr and Woodlands Way LAP, West Burleigh Township LAP or Yatala Enterprise Area LAP.

LANDSCAPING

15 Detailed landscape plan to be submitted for approval relating to landscape buffers within Stage 1, 2 and 3.

- a A landscape buffer ten (10) metres wide for the length of the western property boundary of Precinct A, six (6) metres wide for the entire length of the subject site adjoining the Stapylton Jacobs Well Road frontage and twenty (20) metres wide for the length of the eastern boundary of Precinct C, the applicant must submit to Council for approval a detailed landscape plan, by making a development application for operational work (landscape work).
- b Approval of proposed landscaping plan must be obtained prior to the commencement of works relating to relating to the corresponding stages, being stages 1, 2 and 3, of this development. The approved landscape work must be completed prior to the commencement of use of any part of the corresponding stage, being stages 1, 2 or 3 of this development.
- c Without limiting the requirements of the planning scheme's Landscape Work Specific Development Code, the detailed landscape plan must:

- i Be prepared by a qualified landscape architect or similar landscape design professional;
- ii Be in general accordance with the Statement of Landscape Intent, being:

Drawing Title	Author	Date	Drawing No.	Ver
Landscape Intent	Gassman Development Perspectives	21 February 2020	1-5	C

- iii Reflect the approved layout (including any amendments to that layout required by these conditions) and the conditions of this approval; and
 - iv Comply with Planning Scheme Policy 13 – Landscape Strategy Part 2 – Landscape Works Documentation Manual.
- d The required landscaping plan for the northern boundary must demonstrate
 - i A landscaped buffer six (6) metres wide for the entire length of the subject site adjoining

- the Stapylton Jacobs Well Road frontage; and
- ii That the buffers contain dense tree planting to soften and screen the development.
- e The required landscaping plan for the western boundary must demonstrate
 - i A buffer ten (10) metres wide for the length of the western property boundary of Precinct A;
 - ii A solid fence with a maximum height of 2.4 metres designed and located in accordance with acoustic report prepared by Acoustic Works dated 19 January 2023 (reference: 2019338 R01C), located wholly within the subject site, for the length of the western property boundary of Precinct A. The fence must be of a durable fencing material with a minimum life span of 20 years. The fencing material and colour must be nominated;
 - iii Dense tree planting, at grade, with a minimum width of three (3) metres along the western boundary for the entire length of Precinct A;
 - iv Where a minimum batter of 1V:3H can be achieved, landscaping must be provided within the entire ten (10) metre width;
 - v Maximum batter grade of 1V:1.1H within the remaining seven (7) metres.
- f The required landscaping plan for the eastern boundary must demonstrate
 - i A landscape buffer with a minimum width of twenty (20) metres for the entire length of the eastern property boundary, within Precinct C;
 - ii That the buffer contains dense tree planting to soften and screen the development;
 - iii An undisturbed corridor with a width of ten (10) metres from the boundary, where all existing vegetation is retained and no earthworks are permitted to encroach;
 - iv Earthworks, where required, must not encroach the ten (10) metre undisturbed corridor;
 - v All batters proposed within the buffer area have a maximum grade of 1V:2H where the batter is within fill and 1V:3H where the batter is within cut. The cut batter may have a maximum grade of 1V:2H, provided it is over-excavated, micro-benched and incorporates a minimum 400mm soil depth, as per correspondence from Douglas Partners, Project 90520.00. L.002.docx, Dated 24 January 2019 titled Batter Treatment.

COVENANT AREA – PROHIBITED ACTIVITIES, MANAGEMENT AND COVENANT

- 16 Cancelled
- 17 Cancelled
- 18 Cancelled
- 19 Cancelled
- 20 Cancelled
- 21 Cancelled
- 22 Cancelled
- 23 Cancelled

OPEN SPACE

24 Transfer of open space

- a The applicant must transfer to Council the areas of public open space listed below, as identified on the plans indicated (subject to any amendments required by these conditions):

Purpose	Description on Plan	Plan Reference
Conservation Area	Area D – Open Space/Reserve	Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision C, dated 23/01/2023 and prepared by Gassman Development Perspectives.

- b The land identified in paragraph (a) must be transferred in fee simple as 'Public Open Space' to Council of the City of Gold Coast as Trustee.

- c Council will hold the land in trust for community infrastructure and may use the land, or permit the land to be used, for purposes that do not compromise the purpose for which the land is dedicated.
- d The applicant must lodge the transfer documents with Council at the same time as lodgement of the subdivision plans for Stage 3 or, if no subdivision plans are required, prior to the commencement of any use within Stage 3 of this development.
- e Where subdivision plans are required, the applicant must provide Council with evidence of the transfer of the land identified in paragraph (a) within 30 days of the registration of the subdivision plan that shows the entirety of the land identified in paragraph (a).
- f The transfer of the land to Council must be at no cost to Council.

OPEN SPACE MANAGEMENT PLAN

25 Preparation of open space management plan (OSMP) to be submitted for approval addressing all areas of land to be transferred to Council as public open space

- c An Open Space Management Plan ('OSMP') must be prepared, addressing all areas of land to be transferred to Council, specifically the area of land south of Christensen Road to be dedicated to Council as public open space.
- d The OSMP must be submitted and approved by the Chief Executive Officer prior to the approval of any development permit for operational works (change to ground level, bulk earthworks, tree works, landscaping, whichever comes first) within Stage 3 of this development. The OSMP is not an approved report until a Council approved letter has been issued in respect of it.
- e The OSMP must be prepared by a suitably qualified professional and must be:
 - i In accordance with Council's Open Space Management Guideline: Guideline for the preparation of Reports and Plans associated with the dedication of Public Open Space (November 2007, Version 1); and
 - ii Generally in accordance with:
 - A The approved reconfiguration layout (including any amendments required by these conditions).
 - B Relevant conditions of approval.
- d The submitted OSMP must demonstrate compliance with the Open Space requirements in Section 6 of the Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings and must address the following site-specific issue:
 - i Detail a rehabilitated sixty (60) metre buffer from the high bank of Sandy Creek.

26 Compliance assessment of OSMP

The OSMP is a document requiring compliance assessment under the Sustainable Planning Act 2009. A request for compliance assessment must be made in accordance with the Sustainable Planning Act 2009 for a compliance certificate approving the document, in accordance with the following:

Matters or things against which the document must be assessed	• The planning scheme's Landscape Works Specific Development Code; • The planning scheme's Vegetation Management Specific Development Code; • The planning scheme's Bushfire Management Areas Constraint Code; • The planning scheme's Canals and Waterways Constraint Code; • The planning scheme's Cultural Heritage (Indigenous) Constraint Code; • The planning scheme's Natural Wetland Areas and Natural Waterways Constraint Code; • The planning scheme's Nature Conservation Constraint Code; • Policy 10 – Guidelines for Preparing Management Plans and Plans of Development; • Planning Scheme Policy 11 – Land Development Guidelines; • Planning Scheme Policy 17 – Site Analysis; and • Council's Open Space Management Guideline: Guideline for the preparation of Reports and Plans associated with the dedication of Public Open Space (November 2007, Version 1).
Compliance assessor	Gold Coast City Council
When the request for compliance assessment must be made	Prior to the approval of any development applications for operational work (inclusive of change to ground level, works for infrastructure, vegetation clearing or landscape work) for Stage 3.

The OSMP is not an approved report until a compliance certificate has been issued in respect of it.

27 Compliance certificate with future operational work development applications

A copy of compliance certificate for the OSMP must be provided with any future operational work development applications for Stage 3.

28 Compliance with OSMP prior to acceptance of open space 'On Maintenance'

- a All works specified in the OSMP and any conditions imposed on the compliance certificate must be carried out in accordance with the approved plan at no cost to Council and to the satisfaction of the Chief Executive Officer, prior to Council accepting the open space 'On Maintenance' in accordance with Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings.
- b The applicant must provide certification from a qualified professional that all works in the approved OSMP and associated design drawings have been implemented on-site in accordance with the OSMP and the conditions of approval as stated on the compliance certificate approving the OSMP. This certification must be provided to the Council prior to accepting the works 'On Maintenance'.

29 Revegetation to use Local Provenance Stock

- a All revegetation for the purposes of ecological rehabilitation and restoration must be undertaken using only local provenance plant stock in accordance with Appendix 1A of Open Space Management Guideline: Guideline for the preparation of Reports and Plans associated with the dedication of Public Open Space (November 2007, Version 1).

- b Unless otherwise approved to the satisfaction of the Chief Executive Officer, local provenance plant stock is to be sourced from seed or vegetative material located no further than 10 kilometres from the subject site.

ACOUSTICS

30 Acoustic report

- a The development must be designed and constructed in accordance with all recommendations outlined in acoustic report prepared by Acoustic Works dated 19 January 2023 (reference: 2019338 R01C).
- b Any alteration to the design or construction of the development that prevents the recommendations of the approved acoustic report being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.
- c Hours of operation within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday.

31 Acoustic barrier

A continuous line of buildings adjacent to the full extent of the western property boundary adjoining the residential development as per the recommendations within approved acoustic report prepared by Acoustic Works dated 19 January 2023 (reference: 2019338 R01C) is to be provided ensuring the following treatment is incorporated:

- a Buildings to be a minimum 5m high;
- b No gaps to be present between buildings;
- c Buildings to be constructed of solid concrete or masonry with a minimum thickness of 100mm;
- d No openings (other than emergency doors) are to be located on the western façade facing the residential properties. Any doors are to be a minimum 45mm thick solid core door with a minimum density of 25kg/m² with acoustic gasket seals around the top and sides and a seal the base;
- e Insulation blanket is to be installed in the roof of the buildings with a minimum thickness of 75mm;
- f Any penetrations through the western building façade should be acoustically treated to ensure the acoustic rating is maintained; and
- g Any alteration to the design or construction of the development that prevents the above recommendations being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.

32 Landscape buffer

A minimum ten (10) metre wide buffer is to be provided along the length of the western property boundary of Precinct A in accordance with the submitted Statement of Landscape Intent, revision C, dated 21 February 2020, prepared by Gassman Development Perspectives.

33 Certificate of Compliance

Prior to occupation of any premise within Precinct A of the development, a Certificate of Compliance from a suitably qualified acoustic professional is to be provided so as to confirm that buildings have been constructed in accordance with the recommendations within approved acoustic report prepared by Acoustic Works dated 19 January 2023 (reference: 2019338 R01C).

34 An acoustic report required for future MCU (Code and Impact Assessable) development applications within Precinct A

An acoustic report must be submitted and approved by Council for all future Material Change of Use (Code and Impact Assessable) development applications within Precinct A.

- a The report must detail:
 - i The expected impact of noise from mechanical plant and equipment from buildings within Precinct A on nearby noise sensitive dwellings;

- ii An assessment conducted in accordance with AS1055.1-3: 1997 Acoustics – Description and Measurement of Environmental Noise and the Environmental Protection Act 1994 and Subordinate Regulations and Policies; and
 - iii The required control measures to ensure compliance with the relevant noise level criteria.
 - b The development must be designed and constructed in accordance with any recommendations of the approved acoustic report and any other conditions imposed in the approval of the report.
- 35 Hours of operation within Precinct A**
- Hours of operation within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday or to the satisfaction of the Chief Executive Officer.
- 36 Delivery and Collection Activities within Precinct A**
- Delivery and collection activities within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday or to the satisfaction of the Chief Executive Officer.

HYDRAULICS AND STORMWATER MANAGEMENT

37 No worsening of hydraulic conditions

The development must be designed and constructed so as to result in:

- a No increase in peak flow rates downstream from the site;
- b No increase in flood levels external to the site; and
- c No increase in duration of inundation external to the site that could cause loss or damage.

38 Alteration of overland flow paths

Overland flow paths on the site must not be altered in a way that inhibits or alters the characteristics of existing overland flows on other properties or that creates an increase in flood damage on other properties.

39 Certification of earthworks compliance with hydraulic report

Immediately after completion of the bulk earthworks, the applicant must submit to Council a certification from a Registered Professional Engineer Queensland (RPEQ) specialising in hydraulics stating that the bulk earthworks comply with Section 4 of the approved report, being 'Generations Industrial Park – Stormwater Management Plan', dated 20 June 2012 and prepared by Hyder Consulting Pty Ltd and no loss of flood plain storage has occurred as a result of the earthworks. The certification must be accompanied by calculations and as constructed data that:

- a Includes existing and proposed triangulated surface meshes which can be produced by computer terrain modelling software packages such as Civil-Cad, 12D or KEAYS; and
- b Has been compared with the pre-development surface levels to ensure that no loss of floodplain storage has occurred.

40 Use of land for flood storage purposes only

The part of Lot 4 on RP6843 that is identified as Excavation below RL8.6m AHD in Figure 4.6 (Compensatory Excavation for Flood Storage Volume Balance) of the stormwater management report, being 'Generations Industrial Park – Stormwater Management Plan', dated 20 June 2012 and prepared by Hyder Consulting Pty Ltd must be used solely for the purposes of flood storage/conveyance and not be used for any purposes that involve the construction of any building, structures or earthworks. This obligation applies independently of any registered covenant.

41 Flood storage covenant

Prior to the earlier of compliance assessment of the subdivision plan or the commencement of the use of the premises, an instrument of covenant must be registered on the title/s of the lot/s. The following requirements must be complied with in the preparation and lodgement of the instrument of covenant:

- a The applicant is responsible for the preparation of the instrument of covenant and any necessary subdivision plan to enable registration of the covenant and for lodgement of the covenant for registration.

- b The instrument must be in a form capable of registration pursuant to section 97A(3)(a) of the Land Title Act 1994.
- c The part of Lot 4 on RP6843 that is identified as Excavation below RL8.6m AHD in Figure 4.6 (Compensatory Excavation for Flood Storage Volume Balance) of the stormwater management report, being 'Generations Industrial Park – Stormwater Management Plan', dated 20 June 2012 and prepared by Hyder Consulting Pty Ltd must be shown and identified as a 'Flood Covenant Area' on the face of the subdivision plan in addition to any covenant descriptor (e.g. Covenant 'A').
- d The applicant must provide a draft of the covenant to Council for written approval.
- e The parties to the covenant are to be the registered owner of the lot (as covenantor) and the Council (as covenantee).
- f The instrument must include a purpose statement that articulates:
 - i That the covenantor acknowledges that the Flood Covenant Area contributes to the existing flood storage capacity of the floodplain and watercourse system, as well as maintaining existing flood conveyance capacity of the watercourse system; and
 - ii That to ensure the flood storage/flood conveyance function of the Flood Covenant Area is not adversely affected, it is critical the Flood Covenant Area be used solely for the purposes of flood storage/conveyance and not be used for any purposes that involve the construction of any building, structures or earthworks.
- g The instrument must expressly set out in full as obligations of the covenantor that:
 - i The Flood Covenant Area must be used for the purpose of flood storage/conveyance; and
 - ii The Flood Covenant Area must not be used for any purposes involving buildings, structures or earthworks that result in a loss of flood plain storage or conveyance capacity (cross sectional area) of the watercourse.
- h If the instrument is requisitioned or refused registration by the Registrar of Titles, the applicant shall amend the document to include a covenant/s which, as nearly as practicable, addresses the objective sought to be achieved by this condition. A draft of the amended document is to be provided to Council for written approval.

42 Amendment of and compliance with stormwater management plan

- a The submitted stormwater management plan, being 'Generations Industrial Park – Stormwater Management Plan', dated 20 June 2012 and prepared by Hyder Consulting Pty Ltd, is approved, subject to the following amendments:
 - i GPTs must be selected in accordance with Section 13.12.2.2 of the Council's Land Development Guidelines (GCCC, 2007).
 - ii Pollutant removal efficiency of GPTs must not be higher than the Council's acceptable value 50% TSS, 20% TP and no removal of TN. The applicant must provide additional bioretention basin/swale if requires, to achieve the Council's pollutant load reduction target (80% TSS, 60% TP, 45% TN and 90% GP).
- b All works must be carried out and completed and all maintenance and monitoring implemented by the applicant in accordance with the amended stormwater management plan, prior to a request for compliance assessment of the subdivision plan or, if no subdivision plan is required, prior to the commencement of the use of the premises.

43 Certification that stormwater management treatment train implemented

- a The applicant must provide to Council certification from a Registered Professional Engineer Queensland (RPEQ) specialising in stormwater that the stormwater management treatment train in the approved (as amended) stormwater management plan and associated design drawings has been installed on-site and is functioning as designed.
- b Certification must be provided prior to the earlier of compliance assessment of the subdivision plan or the commencement of the use of the premises.

44 SQIDs maintenance management plan

In accordance with Vol 3 (Section 13) of the Land Development Guidelines, the applicant must submit to Council for approval, before Council will accept the works 'On Maintenance', a SQID Maintenance Management Plan (MMP) that is:

- a prepared by a Registered Professional Engineer Queensland (RPEQ) specialising in stormwater; and
- b developed in accordance with Council's Water Sensitive Urban Design Guidelines (2007), and with reference to the Water by Design document "Maintaining Vegetated Stormwater Assets" Version 1 February 2012.

The MMP should be a concise document suitable for use by field staff in carrying out day-to-day maintenance activities. The MMP must include, but not necessarily be limited to, the following key information:

- i Design intent and description of the device(s)
- ii The location and specific dimensions of the device(s)
- iii Approved / designed water quality objectives
- iv Water quality monitoring procedures
- v Monitoring frequency
- vi Specifications and procedures for device(s) maintenance
- vii Plant and equipment access details for maintenance activities
- viii Maintenance activity schedule defining frequency, area (m²) per maintenance zone, hours, staff, plant and equipment, approximate costs per rotation, and per annum
- ix Performance indicators / intervention levels / triggers for reactive maintenance
- x Any necessary preventative maintenance measures
- xi Acceptable solutions for specific items, i.e., acceptable plant species substitutions based on availability, hydraulic conductivity, water quality objectives, etc
- xii Defined maintenance zones, i.e., shallow water zone – 350m², ephemeral planting zone – 600m², etc (for wetlands in particular)
- xiii Approximate lifecycle maintenance costs

Prior to acceptance for 'Off Maintenance' the applicant must submit a report to Council providing details of water quality performance monitoring including any recommendations or corrective action taken throughout the maintenance / defects liability period ('On Maintenance').

Information Note:

The term Stormwater Quality Improvement Devices (SQID) is used to describe all built WSUD features, e.g., grassed swales, gross pollutant traps and various basins (detention, retention and sedimentation, etc).

EROSION AND SEDIMENT CONTROL

45 Erosion and sediment control

- a Sediment, erosion and dust control measures must be implemented generally in accordance with the approved report, being "Generations Industrial Park – Stormwater Management Plan" dated 20 June 2012 prepared by Hyder Consulting Pty Ltd and the Best Practice Erosion & Sediment Control (IECA Australasia, November 2008). Additional sediment, erosion and dust control measures must be implemented as directed by Council officers upon site inspection.
- b Immediately after backfilling behind all kerbing:
 - i A turf strip 1 metre wide must be placed behind all kerbing; and
 - ii A turf strip must be placed at 90 degrees to the kerb every 10 metres to prevent scouring along the turf edge, in accordance with Figure 2.5 (Application of Grassed Filter Strips down a slope) of the Best Practice Erosion & Sediment Control (IECA Australasia, November 2008).
- c Immediately after completion of the construction of an open drain:

- i The open drain must be turfed, unless approved otherwise in a Council approved stormwater management plan; and
 - ii A turf strip must be placed at 90 degrees to the invert every 10 metres to prevent scouring along the turf edge. Reinforced turf must be used where invert grades exceed 5%.
- d Sediment control structures (e.g., sediment fence) must be placed at the base of all materials imported on-site to trap any sediment runoff.
- e The following inspection program must be carried out until the site is fully rehabilitated:
 - i Regular inspections to ensure that adequate erosion control measures are in place and in good condition both during and after construction; and
 - ii Inspections after each storm event to assess the adequacy of the erosion control measures. The applicant must make good any damage or non-performing erosion control devices and clean up any sediment that has left the site or is on the roads within and external to the site.
- f To minimise unvegetated areas:
 - i Construction activities must be staged;
 - ii Filled areas must be seeded immediately on completion; and
 - iii No area should remain exposed (unvegetated) for more than 2 weeks unless construction work is being undertaken on that area.
- g All water from the site, including dewatering discharge, must be directed through a sediment pond prior to leaving the site. The sediment ponds or other approved devices are to be maintained in good condition until the site is fully rehabilitated.
- h Prior to discharging of any water from the site during construction, including dewatering discharge, the applicant must achieve the water quality objectives in Table 8.2.1 of the Queensland Water Quality Guidelines (DERM, September 2009).
- i Water quality must be monitored in accordance with Section 7.5 of the Best Practice Erosion & Sediment Control (IECA Australasia, November 2008) and compared with water quality objectives. A monitoring report must be prepared and retained at the site office and made available to Council's inspectors upon request. The applicant must notify Council's Contributed Asset Section and Department of Environmental and Resource Management of any non-compliance to water quality objectives and the corrective actions taken by the applicant within 48 hours of the non-compliance.
- j Water quality samples must be collected monthly during the first rainfall event of greater than 25mm in 24 hours. The sampling frequency shall be increased to fortnightly in case of any non-compliance to the construction phase water quality objectives until the above water quality objectives are achieved through additional corrective measures.

46 Construction of sediment basin

- a The sediment basin(s) proposed for construction phase must be designed in accordance with Appendix B of the Best Practice Erosion and Sediment Control (IECA Australasia, November 2008).
- b Each sediment basin must have the capacity to treat flows to current best practice standards and as a minimum must be designed to contain all the stormwater runoff from the 85th percentile 5 day rainfall depth and in addition be designed to store 2 months sediment from the receiving catchment, as determined using the Revised Universal Soil Loss Equation.
- c Sediment basins must be dewatered as soon as practicable after each rainfall event.
- d Sediment basins and associated structures such as inlets, outlets and spillways are designed and constructed to be structurally sound for 10 year ARI rainfall event under normal circumstances.
- e A high-flow bypass system must be included (if necessary) to prevent any potential re-suspension of accumulated sediment from the basin during major storm events.
- f Accumulated sediment from basins and other controls must be removed and disposed of appropriately without causing water contamination.

47 Inspections and reporting

- a All erosion and sediment control measures must be inspected on a weekly basis and following runoff events until the site is fully rehabilitated.
- b All drainage control structures such as Diversion Banks, Diversion Channels and Temporary Culvert Protections must be inspected daily to ensure they have not been damaged by machinery and are serviceable in readiness for the next rainfall event.
- c Where inspection indicates a non-conformance, a Non-Conformance Report must be generated. This report must include but not limited to the following:
 - i Details of the nature and cause of non-conformance; and
 - ii Details of the required corrective actions.
 - iii Corrective actions must be carried out within 24 hours where practicable or as agreed with the Construction Superintendent.
- d A monthly summary of Erosion and Sediment Control (ESC) performances must be compiled and retained at the site office and made available to Council's inspectors upon request. This report must include but not limited to the following:
 - i ESC Inspection Checklists;
 - ii Description of any incidents of non-conformance;
 - iii Results of corrective action; and
 - iv Revisions to the ESCP.

48 Detailed design and certification of erosion and sediment control measures

- a The development application for operational work (change to ground level and/or works for infrastructure) must be accompanied by site specific detailed design of erosion & sediment control measures, including (but not limited to) details of:
 - i Catchment boundary and overland flow path;
 - ii Estimated soil loss from each catchment;
 - iii Length, width and depth of each sediment basin;
 - iv Spillway details and levels;
 - v Energy dissipation/scour protection;
 - vi High flow bypass (if requires);
 - vii Value of each parameter used in the calculation of soil loss and volume of sediment basins;
 - viii Cross section, capacity and spacing of each catch/diversion drain;
 - ix Spacing of silt fences;
 - x Frequency and location of water quality monitoring;
 - xi Maintenance requirements and frequencies;
 - xii Maintenance access; and
 - xiii Contingency measures in case of failure to achieve the water quality objectives.
- b The applicant must also submit a certification from a qualified professional confirming that the above detailed drawings are prepared in accordance with the Best Practice Erosion & Sediment Control (IECA Australasia, November 2008) and best industry practices.

GEOTECHNICAL

49 Geotechnical report to be complied with

All future earthworks over the subject site must be designed following the advice and recommendations of the geotechnical report, being 'Broad Geotechnical Assessment, Proposed Industrial Development, Lot 1 on RP6882 and Lot 240 on W31320, Stapylton Jacobs Well Road and Christensen Road, Stapylton', prepared by Morrison Geotechnic Pty Ltd, Job No. GE11/002 and dated February 2011.

50 Retaining structures design

- a Retaining structures and associated footings must be designed in accordance with AS 4678 – 2002 Earth-retaining structures.
- b Retaining structures and associated footings must comply with the Planning Scheme Policy 11 - Land Development Guidelines, Standard Specifications and Drawings including in particular, but not limited to:
 - i Section 3.2.7 (Cut/fill batters and earth retaining structures); and
 - ii Section 7.7 (Building near or over Council water, sewer and/or stormwater services).
- c Retaining structures over the subject site must not exceed 5.0 metres in height.
- d Retaining structures must be made of durable materials not subject to rot and insect attack and have a minimum design life of 60 years.

51 Cut and fill batters design

- a Cut/fill batters must be constructed in accordance with section 3.2.7 of Planning Scheme Policy 11 - Land Development Guidelines, Standard Specifications and Drawings.
- b All platforms resulting from cutting/filling must have a minimum slope of 1 in 150 and comply with Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings for drainage of allotments to the street.
- c Benching is required where any proposed freestanding batter height exceeds 2.5 metres. The minimum width of benching must be 1 metre with a minimum slope of 1 in 100 towards the lower face. The absolute maximum height of any freestanding cut/fill batter with benching is 5 metres, unless otherwise approved in writing by the Chief Executive Officer.

WASTEWATER

52 Reduced infiltration gravity wastewater reticulation

The development must be connected to reduced infiltration gravity wastewater reticulation by gravity solution, at the applicant's cost.

53 General wastewater servicing arrangement

Unless otherwise determined by Gold Coast Water, the wastewater servicing arrangements shall be generally in accordance with the following:

- a Connect Stage 1 to Council's existing live 100mm diameter sewer rising main located within the southern verge of Stapylton Jacobs Well Road via an interim trunk sewer pump station to be contained within the Stage 1 road reserve extent (refer to drawing no. 5941 ENG EXTSEW SK003 Rev B prepared by Gassman Development Perspectives dated 12-11-2020);
- b The balance of Stage 2 and Stage 3 shall gravitate into Council's future trunk wastewater network located on the Christensen Road frontage of the subject site.

54 Connection point

The applicant must submit to Gold Coast Water and obtain approval prior to making any development application for a Development Permit or Building Work:

- a Pump Station BE45 catchment (part of Stage 1):
 - i Demonstrate development can be connected by gravity to BE45,
- b Proposed new pump station near Stapylton-Jacobs Well Road (balance of Stage 1 and part of Stage 2 that's drains to this new pump station):
 - i Demonstrate that downstream wastewater infrastructure has sufficient capacity to accommodate the new wastewater pump station;
 - ii Demonstrate an ability to deliver the new wastewater pump station in time to service the proposed development.
- c Long Term Strategy (balance of Stage 2, and Stage 3):
 - i Demonstrate that balance of Stage 2 gravitates to Stage 3; and
 - ii Demonstrate that downstream wastewater infrastructure has sufficient capacity to accommodate the development.

Note: The development is out of sequence in respect of wastewater services. The wastewater network scenario may change as a result of the future planning of the Beenleigh, Stapylton and Pimpama Wastewater Treatment plants. The applicant is advised to liaise with Gold Coast Water. Cancelled

55 Wastewater pump stations

Wastewater pump stations, rising main and emergency storage must be designed and constructed in accordance with Council's Policy 11 – Land Development Guidelines standards, at no cost to Council and are to:

- a Provide legal access to the pump station,
- b Provide a separate electrical power,
- c Provide a separate water service and meter.

56 Location and transfer of wastewater pump station land

The site of any wastewater pump station and associated access driveways, that will be owned and maintained by Council, must be transferred, in freehold and at the applicant's cost, at the earlier of making an application for Building Work, request for a compliance assessment for a Development Permit or prior to the commencement of the use.

57 Completion of external wastewater connections

All external wastewater connections (including the completion of all infrastructure downstream of the development site to the point of connection and approved augmentation works) must be completed in accordance with engineering plans approved by Council prior to the earlier of making an application for Building Work, request for a compliance assessment for a Development Permit or commencement of the use of the premises.

58 Connections – arrangements with Gold Coast Water

All live connections are to be performed by Gold Coast Water at the applicant's cost. The applicant must liaise with Gold Coast Water's Field Services and Construction Branch (phone 5581 7564) to make arrangements for the connection and to obtain a quotation for the work.

59 No building work over/within Council's wastewater infrastructure easements and minimum distance from Gold Coast Water infrastructure

- a No structure or building work is permitted over/within any public utility easements (Gold Coast Water/Council).
- b All proposed buildings and structures must be located a minimum distance of 2 metres from Gold Coast Water infrastructure (i.e., Water or wastewater infrastructure that become contributed assets) and comply with Gold Coast City Council Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings.

WATER SUPPLY RETICULATION

60 Cancelled

61 Design, construction and standard of water supply reticulation

The design, construction and standard of the required water supply reticulation infrastructure to be carried out by the applicant (including all water supply reticulation infrastructure to be dedicated to Council) must be in accordance with Gold Coast City Council Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings.

62 Connection point

- a The existing 225mm main in Stapylton Jacobs Well Road, De Bortoli Street and Christensen Road must be used as the potable water supply connection point, unless otherwise approved by Gold Coast Water.
- b Deleted.
- c Deleted.
- d Deleted.

63 Water reticulation schematic plan and network analysis

- a The applicant must submit to Gold Coast Water and obtain approval of a potable water reticulation schematic plan and network analysis of the overall development prior to the earlier

of the making of any development applications for Operational Work (works for infrastructure) or for Plumbing and Drainage Work.

- b In preparing the plan/analysis, the applicant must liaise with Gold Coast Water to ensure appropriate allowance is made for connectivity with external mains and external demands.

64 Cancelled

65 Supply standard

The applicant must provide water supply to the standard specified in Section 4 and 7 of Gold Coast City Council's Land Development Guidelines.

66 Fire loading

Fire loading must not exceed 30L/s for commercial and industrial uses, unless otherwise approved by Gold Coast Water.

67 Cancelled

REFERRAL AGENCY CONDITIONS

68 Cancelled

FAUNA MANAGEMENT

69 Relocation of active Wedge-tailed eagles nest within Precinct C

Prior to any clearing within Precinct C, a relocation program shall be developed by the applicant, lodged with Council and approved by Council for the relocation of the active wedge-tailed eagles nest (*Aquila audax*). The program shall detail the specific requirements for the relocation of the nest. All works shall occur in accordance with the requirements of the relocation program and in liaison with Councils Environmental Planning section.

Please note, a relocation pole of similar height and dimension to the existing nesting tree will be required.

ADVISORY NOTES TO APPLICANT

A Referral agencies

The referral agencies (and their addresses) for the application are listed below.

Any referral agency conditions are identified in the conditions of approval.

Referral agency	Address	Jurisdiction
Department of Natural Resources and Mines (Previously Department of Environment and Resource Management)	Permit and Licence Management GPO BOX 2454 BRISBANE QLD 4001	Concurrence and Advice Agency – For the purposes of the Vegetation Management Act and for the purposes of the Environmental Protection Act
Department of Transport and Main Roads	South Coast Region Land Management PO BOX 442 NERANG QLD 4211	Concurrence Agency – for the purposes of the Transport Infrastructure Act
Department of State Development Infrastructure and Planning	PO BOX 15009 CITY EAST QLD 4002	Concurrence Agency – for the purposes of the Act

B Properly made submissions

There were properly made submissions about the application. The name and address of the principal submitter for each properly made submission is attached to the decision notice.

C Rights of appeal

The applicant has a right of appeal to the Planning and Environment Court regarding this decision, pursuant to section 461 of the Sustainable Planning Act 2009. A copy of that section is attached to the decision notice.

For particular material changes of use, an appeal can also be made to a Building and Development Committee. Please refer to the prerequisites in sections 519 and 522 of the Sustainable Planning Act 2009, attached to this decision notice, to determine whether you have appeal rights to a Building and Development Committee.

Submitters who made properly made submissions have a right of appeal to the Planning and Environment Court regarding this decision, pursuant to section 462 of the Sustainable Planning Act 2009. A copy of that section is attached to the decision notice.

D Applicant responsibilities

The applicant is responsible for securing all necessary approvals and tenure, providing statutory notifications and complying with all relevant laws.

Nothing in this decision notice alleviates the need for the applicant to comply with all relevant local, State and Commonwealth laws and to ensure appropriate tenure arrangements have been made where the use of/reliance upon land other than that owned by the applicant is involved. Without limiting this obligation, the applicant is responsible for:

- a Obtaining all other/further necessary approvals, licences, permits, resource entitlements etc by whatever name called required by law before the development the subject of this approval can be lawfully commenced and to carry out the activity for its duration;
- b Providing any notifications required by law (by way of example only, to notify the administering authority pursuant to the Environmental Protection Act 1994 of environmental harm being caused/threatened by the activity, and upon becoming aware the premises is being used for a 'notifiable activity');
- c Securing tenure/permission from the relevant owner to use private or public land not owned by the applicant (including for access required by conditions of approval);
- d Ensuring the correct siting of structures on the land. An identification survey demonstrating correct siting and setbacks of structures may be requested of the applicant to ensure compliance with this decision notice and applicable codes;
- e Providing Council with proof of payment of the Portable Long Service Leave building construction levy (or proof of appropriate exemption) where the value of the Operational Works exceeds \$80,000. Acceptable proof of payment is a Q. Leave – Notification and Payment Form approved by the Authority. Proof of payment must be provided before Council can issue a development permit for the Operational Works. This is a requirement of section 77(1) of the Building and Construction Industry (Portable Long Service Leave) Act 1991; and
- f Making payment of any outstanding Council rates and charges applicable to the development site prior to the lodgement of subdivision plans.

E Indigenous cultural heritage legislation and duty of care requirement

The Aboriginal Cultural Heritage Act 2003 ('AHCA') is administered by the Department of Environment and Resource Management (DERM). The AHCA establishes a duty of care to take all reasonable and practicable measures to ensure any activity does not harm Aboriginal cultural heritage. This duty of care:

- a Is not negated by the issuing of this development approval;
- b Applies on all land and water, including freehold land;
- c Lies with the person or entity conducting an activity; and
- d If breached, is subject to criminal offence penalties.

Those proposing an activity involving surface disturbance beyond that which has already occurred at the proposed site must observe this duty of care.

Details of how to fulfil this duty of care are outlined in the duty of care guidelines gazetted with the AHCA.

The applicant should contact DERM's Cultural Heritage Coordination Unit on (07) 3238 3838 for further information on the responsibilities of developers under the AHCA.

F Greenhouse gas emissions

As part of Council's commitment to reducing greenhouse gas emissions Council is encouraging the expansion of the natural gas reticulation network. In particular, the use of natural gas hot water systems will result in significantly less greenhouse gas emissions than equivalent electric storage hot water systems.

The applicant should contact the local natural gas reticulator (APA Group) to arrange an assessment of the suitability of the proposed development for connection to the existing gas reticulation network. Please contact Ramon O'Keefe on 0438708798 or email: ramon.o'keefe@apa.com.au.

G Infrastructure charges

Infrastructure charges have not been calculated or imposed for this Material Change of Use, as it is a Preliminary Approval under Section 242 of the Sustainable Planning Act 2009. Infrastructure charges will be assessed and charged at the time of subsequent development permit/s for Material Change of Use or Building Work.

PROPERTY NOTIFICATION

A Noise/Acoustic

There are development approval conditions applicable in relation to acoustic issues on this lot/subsequent lots. All property owner(s) must ensure compliance with these conditions. Refer to Council of the City of Gold Coast's Decision Notice MIN/2023/64. A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline



LEGEND
Site Area: 73.67Ha

- Limit of Application
- Stage Boundary
- Major State controlled Roads
- Possible future industrial collector road

A	LOW IMPACT AND SERVICE INDUSTRY	2.41Ha
B	GENERAL IMPACT BUSINESS & INDUSTRY	57.17Ha
C	LIMITED GENERAL IMPACT BUSINESS & INDUSTRIES	12.19Ha
D	OPEN SPACE / RESERVE	1.91Ha

STAGE	AREA
STAGE 1	19.45Ha
STAGE 2	29.76Ha
STAGE 3	24.45Ha

NOTE:

1. The landscaped buffer areas shall be established and maintained for the life of the development. No building works are to occur within the landscape buffer areas unless otherwise approved by the Chief Executive Officer;

THIS ENDORSED PLAN IS TO BE READ
IN CONJUNCTION WITH COUNCIL'S
REFERRAL (CONCURRENCE) AGENCY
RESPONSE LETTER

Application No: MIN/2023/64
Dated: 23 May 2023

Scale 1:6000 - Lengths are in Metres.

0 100 200 300 400 500 600

Scale at A3:	1:6000			
Date:	23-01-23			
Design:	.			
Drawn:	SJH			
Checked:	EDL			
C	23/01/2023	Amendments	SJH	EDL
B	18/05/2020	Minor Amendments	SJH	GS
A	15/10/2019	MEPCE STAGE 2&3	SJH	GS
-	16/09/2019	ORIGINAL ISSUE	SJH	GS
ISSUE	Date	Description	DRN	CHK

Project:

VantageYatala

Client:



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This plan has been prepared for the exclusive use of the client as stated on this plan for the purpose of application to the relevant local authority for material change of use and/or reconfiguration of the land as described and should not be used by any other person or corporation and for any other purpose.

All dimensions are approximate only and subject to survey.

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Drawing Title:

**Land Use Classification
and Staging Plan**

Drawing No:
5941 P LU 01

Revision No:
C



Part 7 Codes

Division 3 Constraint Codes

Chapter 4 Car Parking, Access and Transport Integration

1.0 Purpose

To ensure that transport needs, including car parking and service vehicle requirements, associated with the development of land are met by:

- supply of car and bicycle parking facilities;
- provision of loading and service facilities; and
- integration of public transport with private and public development in the City.

Key objectives include:

- a) the availability of car park opportunities that are easy to locate and use, in close proximity to all major developments and uses within the City, with on-site provision available for occupants and on-street provision and/or public car parks available for visitors;
- b) the effective use of all car park infrastructure provided in the City; and
- c) streets that are pedestrian and cyclist friendly.

2.0 Application

- 2.1 This code applies to development indicated as self, code or impact assessable in the Table of Development in the domain or Local Area Plan (LAP) within which the development is proposed.
- 2.2 This code specifically applies to development (whether on private or public land) that requires one or more of the following:
 - private or public car parking;
 - bicycle parking and associated facilities;
 - goods loading and circulation in public or private places; and
 - integration of public transport with private or public development in the City.
- 2.3 This code also applies to any development that is proposed for sites identified on Domain Maps or the Priority Infrastructure Plan Maps as being affected by Future Road Requirements, including areas required for future road corridor development.
- 2.4 Where a domain or LAP Place Code contains car parking requirements that differ from this code, the LAP requirements take precedence.
- 2.5 Performance Criteria PC1-PC24 apply to all code and impact assessable development referred to in this code. For development identified as self assessable, in the relevant domain or LAP, only the acceptable solutions to Performance Criteria PC1-PC16 apply.

3.0 Development Requirements



Performance Criteria	Acceptable Solutions	How does the proposal Comply with the Acceptable Solution or Performance Criteria?	Internal Use
Development that is Self-Assessable, Code Assessable or Impact Assessable			
Protection and Preservation of Areas Required for Road Widening, the Provision of Public Transport Facilities or New Transport Corridors			
PC1 Land affected by any proposed road realignment or widening must not have development constructed over that part of the land required for road realignment or road widening.	AS1 All sites that are affected by Future Road Requirement as shown on the Domain Maps, do not have buildings or structures erected forward of the indicated building setback line. This requirement does not apply to a fence with a height not exceeding 1.8 metres and a width not exceeding 0.5 metres.	AS1 COMPLIES The proposed development is not affected by future road requirement.	
Port Cocheres			
PC2 Where provision is made for a <i>porte cochere</i>, it must be designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the <i>porte cochere</i> and associated access and manoeuvring must accommodate vehicles entirely within the site, including the queuing of vehicles.	AS2 The <i>porte cochere</i> has a minimum vertical clearance of 4.5 metres.	AS2 NOT APPLICABLE There is no Porte Cochere proposed.	
Design of Car Parking Areas and Car Park Spaces			
PC3 All car parking spaces must be constructed and linemarked to the correct size and standard.	AS3.1 All car parking spaces are constructed in compliance with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking. AS3.2 Where the development includes a combination of low turnover and high turnover car spaces, the parking spaces and aisles are designed to the high turnover or Class 3 requirements in AS2980.1 – Parking Facilities Part 1: Off Street Car Parking.	AS3 COMPLIES The proposed parking spaces are compliant with the relevant Australian Standards.	



PC4 Car parking areas must be landscaped to reduce visual impact and to provide opportunities for shade.	AS4 In car parking areas exceeding 300m² in site area: a) at least 5% of the area is landscaped; b) a landscaped buffer, with a minimum height of 600mm and width of 1500mm, is provided along any public street frontage and the common boundary to the adjoining property; and c) one landscaped tree bay is to be provided for every 21 car parking spaces.	AS4 COMPLIES a) The development provides approximately 11% landscaping across the site. b) The development proposes a landscape buffer of at least 1.5m along all street frontages and adjoining property boundaries. c) The development provides the equivalent of four landscaped tree bays.	
Signs and Line Marking			
PC5 Signs and line marking must be provided to indicate the location of the car park and the position of the access points for all car parks used by the public where: a) a car park is located at the rear of the site; b) access to the car park is not located in the main frontage road; c) there are a number of access points serving different parts of the site.	AS5.1 Signs incorporate the standard Service Sign Series 'P' sign, as detailed under Guide Signs in the Manual of Uniform Traffic Control Devices, Queensland. (This does not apply to residential developments with less than 10 units) AS5.2 Signs are used to mark car parking bays which are provided for disabled drivers, motorcycles and special zones, such as bus zones.	AS5.1 – AS5.2 COMPLIES Parking areas will be appropriately marked and signed.	
Tandem Car Spaces			
PC6 Tandem car parking must only be used in circumstances where no inconvenience arises from its use.	AS6.1 Tandem car parking spaces (ie. two car parking spaces, nose to tail) are counted as one space, except in the following cases: a) the development is for residential purposes; b) the tandem spaces are to be used by the occupants of the site, in one tenancy; c) the car park area is to be operated as a public car park with on-site management. In this case, a tandem car park may be counted as no more than 1.5 car spaces. AS6.2 The minimum length of the tandem car space is 10.4 metres. AS6.3	AS6.1 – AS6.3 NOT APPLICABLE Tandem parking is not proposed.	



	Tandem garages have a minimum internal length of 11 metres.		
Access to Car Park Areas			
PC7 Car parking areas must not cause vehicle queues into the frontage road system or encourage drivers to reverse into the road system.	AS7.1 For developments in excess of 100 residential units with frontage to major roads, a turn round facility with a minimum diameter of 12.0m is provided between the gate and the road. OR AS7.2 All car parking facilities, except those associated with detached dwellings and duplex dwellings is designed so that all vehicles enter and exit the site in a forward gear. AS7.3 Provision is made for a defined queuing area, free of any parking manoeuvres or internal intersections in accordance with the provisions of the Table to Acceptable Solution AS7.3 , for developments comprising of more than two dwelling units and where a security gate is proposed.	AS7.1 NOT APPLICABLE The proposed development is not for residential units. AS7.2 COMPLIES The development is designed to enable all vehicles to enter and exit the site in forward gear. AS7.3 NOT APPLICABLE The development does not involve any dwelling units.	
PC8 Car parking areas providing more than 20 car parking spaces must allow for the separation of vehicles and pedestrians.	AS8 Sealed pedestrian footpaths, at a gradient not exceeding 1:12, are provided from the car parking area along the shortest possible route to the point of destination.	AS8 COMPLIES A marked pedestrian crossing is provided between parking areas and the main building.	
PC9 Access to car parking spaces must be provided for employees and visitors.	AS9.1 Car park areas have no gateways, doors or similar devices which restrict vehicular access by employees or visitors.	AS9.1 COMPLIES There are no gates, doors or other blocking vehicle access for employees or visitors.	
Driveways and Crossovers			
PC10 Driveways from car parks or developments into public roads must be minimised to reduce interference with public road traffic and pedestrians.	AS10.1 The maximum number of crossovers for residential developments is one for detached dwelling properties and two for multiple unit dwelling complexes. AS10.2 The maximum number of crossovers for non-residential developments is two crossovers per property. AS10.3 A vehicle crossover is separated from any other vehicle crossover by a minimum distance of three metres.	AS10.1 NOT APPLICABLE The proposal is not for residential development AS10.2 COMPLIES The development proposes two vehicular crossings. AS10.3 COMPLIES Each crossover is separated from any other vehicle crossover by at least three metres.	
PC11	AS11.1	AS11.1 COMPLIES	



All development must make provision for safe access to roads or streets adjacent to the site. Crossovers must be constructed to a standard consistent with the vehicles using the site.	The geometric design of entry and exit driveways conforms with Standard Drawing No 59218 of Planning Scheme Policy 11 – Land Development Guidelines. AS11.2 Access to roads or streets adjacent to the site is consistent with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. AS11.3 Where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and sign-posted. AS11.4.1 Access to developments on dual carriageway roads is left in/left out. OR AS11.4.2 A new intersection is provided between the access way and the dual carriageway. AS11.5 Developments with traffic signal controlled or roundabout access to the frontage road dedicate land as public road to accommodate all intersection infrastructure, including traffic signal loops. AS11.6 The boundaries of the frontage road are modified to accommodate all intersection infrastructure within the public road. AS11.7 Developments with new traffic signal controlled access, within network traffic systems, provide the necessary infrastructure to integrate the new signals.	The proposed crossovers are designed in accordance with the relevant standard drawings. AS11.2 COMPLIES The development complies with the relevant Australian Standards. AS11.3 NOT APPLICABLE Separate entry and exit driveways are not proposed. AS11.4.1 NOT APPLICABLE The development does not proposes access to a dual carriageway road. AS11.4.2 NOT APPLICABLE The development does not proposes access to a dual carriageway road. AS11.5 NOT APPLICABLE The development does not propose traffic signal controlled or roundabout access. AS11.6 NOT APPLICABLE A new intersection is not proposed. AS11.7 NOT APPLICABLE New traffic signal-controlled access is not proposed.	
Internal Circulation			
PC12 All developments must provide internal circulation to avoid use of the public road system for movement between different car parking and vehicle service areas in the development.	AS12.1 The internal layout of the site is consistent with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. AS12.2 Parking and circulation aisles have a maximum length of 100 metres. AS12.3 Dead end aisles do not exceed 20 metres in length.	AS12.1 COMPLIES The internal layout of the site complies with the relevant Australian Standards. AS12.2 COMPLIES Parking and circulation aisles do not exceed 100 metres. AS12.3 COMPLIES Dead end aisles do not exceed 20m in length.	



	AS12.4 Aisle design does not include cross intersections. AS12.5 Car parking space/s is/are not located in areas used for manoeuvring of heavy vehicles. AS12.6 Car parks are designed so that vehicles do not reverse across pedestrian crossings. AS12.7 Speed humps are not provided in entry or exit queuing areas.	AS12.4 COMPLIES Cross intersections are not proposed. AS12.5 COMPLIES Car parking spaces are located independently of manoeuvring areas. As the development does not comply with AS12.5, assessment is required against PC12. PC12 COMPLIES The development provides internal circulation to avoid the use of the public road system for movement between different car parking and vehicle service areas in the development. AS12.6 COMPLIES Car parks are designed to avoid the need for vehicles to reverse over pedestrian crossings. AS12.7 COMPLIES Speed humps are not proposed.	
Loading Bay and Set Down Area Requirements			
PC13 Development must make provision for loading bays and set down areas for the: a) collection and set down of passengers; b) parking of trailers; c) service vehicle parking; and d) loading and unloading of goods.	AS13 Loading and set down areas are provided consistent with the AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.	AS13 COMPLIES Loading and unloading areas are compliant with the relevant Australian Standards.	
Design Service Vehicle Requirements			
PC14 Development must provide for the required 'design service vehicle' to service the development.	AS14.1 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.1. AS14.2 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.2, for sites less than 4,000m² in area that require access by service vehicles. AS14.3 Provision is made for height clearance of 4.5 metres for service station canopies and access clearance height	AS14.1 COMPLIES The development accommodates full movement access for an AV. AS14.2 COMPLIES The subject site is greater than 4,000m² in area and allows for full-on-site maneuvering for all service vehicles. AS14.3 NOT APPLICABLE The development is not for a service station.	



	associated with the appropriate design vehicle in other applicable developments. AS14.4 A driveway which caters for heavy vehicles is designed in accordance with AS2890.2 – Off Street Parking Part 2: Commercial Vehicles and Standard Drawing No 59218 Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines.	AS14.4 COMPLIES Driveways are designed in accordance with the relevant Australian Standards.	
Provision of Bicycle Parking Spaces			
PC15 Bicycle parking must be provided for all non-residential developments where the required car parking provision exceeds 20 parking spaces.	AS15.1 Where non-residential development requires the provision of more than 20 car parking spaces, bicycle parking is provided in accordance with the AustroadsGuide to Traffic Engineering Practice: Part 14: Table 10.1. AS15.2 Where bicycle parking is to be provided, additional facilities for bicycle users are designed and constructed in accordance with AS2890.3 – Parking Facilities Part 3: Bicycle Parking Facilities.	AS15.1 COMPLIES The development proposes 7 bicycle parking spaces. AS15.2 NOT APPLICABLE End of trip facilities are not required, however, the proposal includes provision for generous bathroom and changing facilities on site.	
Provision of Car Parking Spaces			
PC16 Sufficient car parking spaces must be provided to meet the car parking needs of the development. The number of car parking spaces provided must be consistent with the practical opportunities available for shared car parking provision and the operation of alternative transport modes to private motor vehicles.	AS16.1 Car parking is provided in accordance with the number of spaces required for the specific use listed in the Table to Acceptable Solution AS16.1. AS16.2 If an additional building is constructed, or an existing building is extended, the car space requirements determined from Table to Acceptable Solution AS16.1 accrue only for the additional building or extension, provided that the use of the land remains the same and any existing area for car parking is not reduced or, if disturbed, any existing car spaces are replaced in the new development.	AS16.1 NOT APPLICABLE The development provides parking spaces in accordance with the requirements of the M38 Industrial Estate Place Code, totaling 231 spaces. AS16.2 NOT APPLICABLE	
PC17 New development must not result in any adverse impact, through the reduction in the car parking capacity of the site and/or the local area.	AS17.1.1 Any car parking spaces lost are replaced elsewhere on the site. OR AS17.1.2 A monetary contribution is provided to Council for those car parking spaces lost, consistent with AS16.2. OR	AS17.1.1 – AS17.1.3 NOT APPLICABLE	



	AS17.1.3 The Building Work is associated with a Material Change of Use that requires a lesser number of parking spaces than the existing use.		
Driveways and Crossovers			
PC18 Vehicle crossovers must be constructed to minimise conflict with passing traffic and pedestrians.	AS18 Access to developments with more than one frontage road is via minor roads. Impacts of driveway traffic are concentrated on less busy roads, with traffic distributed to major roads via existing intersections.	AS18 COMPLIES The subject site is accessed via Coastlink Street.	
Safe Pedestrian Access			
PC19 All development must make provision for safe pedestrian access to the building from the street and from any car parking or set down area to the building's main entrance.	AS19.1 The design of the development ensures that priority is given to pedestrians for direct links to the building's main entrance and to any adjoining local activities or public transport services. AS19.2 Landscaping surrounding the pedestrian walkways and shelters is no higher than 600mm and incorporates trees with branching not lower than 2m (clear stem trees). AS19.3 Solid walls and fences are avoided adjacent to pedestrian walkways to improve actual and perceived safety. AS19.4 Security is to be enhanced by passive surveillance over the car parking area from nearby residences or other activities, where practicable.	AS19.1 COMPLIES The development prioritises pedestrians through dedicated pedestrian access to the site and a marked pedestrian crossing. AS19.2 COMPLIES AS19.3 COMPLIES AS19.4 COMPLIES	
Safe Pedestrian and Cyclist Facilities			
PC20 The design of pedestrian and cyclist facilities must be safe, useable and readily accessible.	AS20 Pedestrian and cyclist facilities are designed to encourage the use of these modes by: a) minimising distances, and providing safe grading paths, separated from motorised traffic; b) using even, non-slippery pavement materials.	AS20 COMPLIES The development prioritises pedestrians through dedicated pedestrian access to the site and a marked pedestrian crossing.	
Integration of Development with Public Transport			
PC21 Development that attracts a high proportion of people dependent on public	AS21.1 Any development that includes activities listed in the Table to Acceptable Solution AS21.1 provides a bus set down facility on and off-site, in close proximity to the entrance of the	AS21.1 NOT APPLICABLE Public transport facilities are not required.	



transport must provide facilities to accommodate public transport servicing requirements.	development. AS21.2 Where a bus set down area is provided, it is integrated into the development, easily accessible, safe, secure, clearly identified, and attractive to use (in the case of major developments providing a covered walkway to the entry).		
PC22 Development that attracts a reasonable proportion of people dependent on public transport must assist in supporting facilities for public transport servicing.	AS22.1 Any development that includes activities listed in the Table to Acceptable Solution AS22.1 provides a busstop and/or a bus shelter, if the entry to the development is not within 400 metres of an existing bus stop or within 800 metres of a railway station. AS22.2 The bus shelter is located adjacent to the frontage of the site and is connected to the entry of the development by a sealed footpath.	AS22.1 – AS22.2 NOT APPLICABLE Public transport facilities are not required.	
Cash In Lieu of Car Park Spaces Required			
PC23 Car parking must be provided to meet the car parking needs of the development. If it cannot be provided on site, alternative arrangements may be proposed.	AS23.1.1 The car parking spaces required by Table to Acceptable Solution AS16.1 are provided on the subject site. OR AS23.1.2 A monetary contribution for all or part of the required car parking may be made towards one or more of the following: a) provision of off-street car parking in the vicinity of the development; b) provision of improved on street car parking and streetscape improvement works, in the vicinity of the development; and/or c) provision of improved public transport facilities and services in the vicinity of the development.	AS23.1.1 COMPLIES The proposed development will provide the required number of car parks on the subject site. AS23.1.2 NOT APPLICABLE	
Traffic Impact			
PC24 Where appropriate, specific measures must be taken in the provision of car parking spaces and access to these, to ensure that the traffic impacts of the car park area's use does not have a negative	AS24 A Traffic Impact Report is prepared and implemented, unless: a) the development has less than 250 high turnover or 500 low turnover parking spaces; or b) it has less than 100 parking spaces with direct access to a major road; or c) the Assessment Manager advises a Traffic Impact Report is not required. This Traffic Impact Report shows how the proposed	AS24 COMPLIES A Traffic Impact Report has been completed and supports this development application.	



impact on the local amenity and the operation of the local street network.	development is able to comply with the provisions of this code and Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines .		
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Table to Acceptable Solution AS7.3

Car Park Capacity (Number of Spaces)	Minimum Queue Length (Vehicles) *
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 250	7
More than 250	7 plus 1% of capacity over 250 spaces

*** Note:** *Each vehicle shall be taken to occupy 6.0 metres in length.*

Table to Acceptable Solution AS14.1

Use or Development	Service Vehicle Provisions
Aged Persons Accommodation	HRV
Animal Husbandry	AV
Aquaculture	HRV
Bulk Garden Supplies	HRV
Cafe	SRV
Cinema	SRV
Commercial Services	SRV
Community Care Centre	SRV
Community Purposes	SRV
Convenience Shop	SRV
Educational Establishment	SRV
Fast Food Premises	HRV
Freight Depot	AV
Fuel Depot	AV
Funeral Parlour	SRV
Hospital	HRV
Industry	AV
Indoor Recreation including: a) squash court or any other court game; b) meeting place, public hall, pinball parlour, amusement arcade; c) theatre, cinema; d) licensed club; e) skating rink, swimming pool; f) gymnasium; and g) public library, public lecture hall, art gallery, museum, any other indoor recreation.	SRV



Use or Development	Service Vehicle Provisions
Kennel	SRV
Manufacturers Shop	HRV
Marina	AV
Marina Shop	SRV
Market	SRV
Medical Centre	SRV
Milk Depot	AV
Mini-Storage Warehousing	HRV
Minor Tourist Facility	SRV
Motel	SRV
Motor Vehicle Repairs	HRV
Night Club	SRV
Outdoor Sport and Recreation: a) tennis court or other court game (where not ancillary to other development); b) lawn bowls; c) skating rinks, swimming pools; d) golf course.	SRV
Office	SRV
Place of Worship	SRV
Reception Room	SRV
Resort Hotel	HRV
Restaurant	SRV
Restricted Club	HRV
Retail Plant Nursery	HRV
Rural Industry	AV
Salvage Yard	HRV
Service Industry	SRV
Service Station	AV
Shop	SRV
Shop with GFA of less than 400m ²	SRV
Shop with GFA 400m ² – 1500m ²	HRV
Shop with GFA larger than 1500m ²	AV
Shopping Centre Development	AV
Showroom	HRV
Storage	SRV
Take-Away Food Premises	SRV
Tavern	HRV
Temporary Use	AV
Theatre	SRV
Tourist Shop	SRV
Transit Centre	HRV
Transport Terminal	AV
Vehicle Hire Premises	AV
Vehicle Sales Premises	AV
Warehouse	AV
Waterfront Industry	HRV

Note: **SRV: Small Rigid Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.**

HRV: Heavy Rigid Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.

AV: Articulated Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.



Table to Acceptable Solution AS14.2

HRV and AV Requirements	
Site Area (m ²)	Requirement
Less than 1000m ²	Demonstrate that the development can accommodate the particular design vehicle but a separate service bay and associated manoeuvring are not required. Where it can be demonstrated that loading and unloading can take place within the road reserve, without impacting on the safe and efficient operation of traffic and with no detrimental impact on amenity, Council or its delegate may determine that HRV and AV access is not required.
1000m ² – 2000m ²	a) service bay for HRV is required. b) restricted manoeuvring on site for HRV or AV (as required). c) full on-site manoeuvring for other classes of service vehicle is required.
2000m ² – 4000m ²	a) service bay to be provided for HRV or AV (as required). b) restricted manoeuvring on site for AV (as required). c) full on-site manoeuvring for HRV and other classes of service vehicle is required.

Table to Acceptable Solution AS16.1

This table sets out the minimum number of car parking spaces required according to the use of the land. 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.

Material Change of Use	Minimum Number of Car Parking Spaces to be Provided
Aged Persons Accommodation	a) one (1) space per self-contained dwelling, plus one (1) visitor space per 10 self-contained dwellings; b) one (1) space per two hostel units; c) one (1) space per four nursing home beds; d) 50% of the total number of car parking spaces required should be provided for visitor parking in a central location.
Amusement Parlour	5 spaces per 100m ² of GFA – one (1) space per 20m ² .



Apartments	a) for developments with up to 20 apartments, one (1) space per one (1) bedroom apartment, and 2 spaces per 2 bedroom and larger apartments, plus one (1) space per four apartments for visitor parking. b) for developments with more than 20 apartments, requirements for first 20 apartments as in a) plus, one (1) space per apartment and one (1) space per 10 apartments for visitor parking for subsequent units. c) for developments in excess of 20 apartments, the units with 2, 3 or 4 bedrooms shall be considered first in the determination of total parking spaces. d) for mixed-use development with a single apartment, visitor parking for the apartment is not required. e) where development: ■ is on a site that only has frontage to a road listed below; or ■ the access to the proposed development is to a road listed below; and ■ where the frontage is included in that part of the road listed below; additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required.																																																		
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Material Change of Use	Minimum Number of Car Parking Spaces to be Provided																																																		
Attached Dwelling	a) 2 spaces per dwelling, of which one (1) is to be covered, plus one (1) space per two dwellings for visitor parking. b) where development: ■ is on a site that only has frontage to a road listed below; or ■ the access to the proposed development is to a road listed below; and ■ where the frontage is included in that part of the road listed below; additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table border="1"> <thead> <tr> <th>Road</th><th>Part of Road</th></tr> </thead> <tbody> <tr> <td>Aloha Lane</td><td>The whole</td></tr> <tr> <td>Cooinda Avenue</td><td>Northern alignment</td></tr> <tr> <td>Beulah Lane</td><td>The whole</td></tr> <tr> <td>Cronin Avenue</td><td>The whole</td></tr> <tr> <td>Darwalla Avenue</td><td>The whole</td></tr> <tr> <td>Eden Avenue</td><td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810</td></tr> <tr> <td>Fenton Place</td><td>The whole</td></tr> <tr> <td>Garfield Terrace</td><td>The whole</td></tr> <tr> <td>Hedges Avenue</td><td>The whole</td></tr> <tr> <td>Jefferson Lane</td><td>North of Third Avenue</td></tr> <tr> <td>Lennie Avenue</td><td>The whole</td></tr> <tr> <td>Little Norman Street</td><td>The whole</td></tr> <tr> <td>Montgomery Avenue</td><td>The whole</td></tr> <tr> <td>Mountbatten Avenue</td><td>The whole</td></tr> <tr> <td>Northcliffe Terrace</td><td>The whole</td></tr> <tr> <td>Nagel Avenue</td><td>Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948</td></tr> <tr> <td>O'Connor Street</td><td>Western alignment from Wybera Street to and including Lot 26 RP 49999</td></tr> <tr> <td>Owens Lane</td><td>The whole</td></tr> <tr> <td>Pacific Parade</td><td>The whole</td></tr> <tr> <td>Park Lane</td><td>The whole</td></tr> <tr> <td>Peak Avenue</td><td>The whole</td></tr> <tr> <td>Schuster Avenue</td><td>The whole</td></tr> <tr> <td>Sunshine Court</td><td>The whole</td></tr> <tr> <td>Swan Lane</td><td>The whole</td></tr> </tbody> </table> Note: <i>The visitor parking space may be provided on street in the case of a duplex development.</i>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810	Fenton Place	The whole	Garfield Terrace	The whole	Hedges Avenue	The whole	Jefferson Lane	North of Third Avenue	Lennie Avenue	The whole	Little Norman Street	The whole	Montgomery Avenue	The whole	Mountbatten Avenue	The whole	Northcliffe Terrace	The whole	Nagel Avenue	Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948	O'Connor Street	Western alignment from Wybera Street to and including Lot 26 RP 49999	Owens Lane	The whole	Pacific Parade	The whole	Park Lane	The whole	Peak Avenue	The whole	Schuster Avenue	The whole	Sunshine Court	The whole	Swan Lane	The whole
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Bed and Breakfast	one (1) space per guest room (in addition to the requirement of 2 spaces per dwelling, of which one (1) is to be covered).																																																		
Bulk Garden Supplies	2 spaces per 100m ² of Total Use Area (one (1) space per 50m ² of Total Use Area).																																																		
Cafe	6.7 spaces per 100m ² of GFA (including any outdoor dining areas) (one (1) space per 15m ² of GFA).																																																		
Caravan Park	one (1) space per site, plus visitor parking of one (1) space per ten sites.																																																		
Caretaker's Residence	2 spaces, of which one (1) is to be covered.																																																		
Child Care Centre	one (1) space per employee, plus on-site passenger set down area of one (1) space for every five children enrolled.																																																		
Cinema	as determined by Council, requiring a Traffic Impact Report.																																																		
Commercial Services	4 spaces per 100m ² of GFA (one (1) space per 25m ² of GFA).																																																		
Community Care Centre	one (1) space per employee, based on the maximum number of employees on the premises at any one time, plus one (1) space per ten residents or other occupants of the premises.																																																		



Material Change of Use	Minimum Number of Car Parking Spaces to be Provided																
Community Purposes	as determined by Council.																
Convenience Shop	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).																
Detached Dwelling	2 spaces per dwelling, of which one (1) is to be covered.																
Display Home	as determined by Council.																
Ecotourism Facility	as determined by Council, requiring Traffic Impact Report.																
Educational Establishment: a) primary school b) secondary school c) tertiary and further education d) other	a) one (1) space per staff member; b) one (1) space per staff member, plus one (1) space per each ten Year 12 students enrolled; c) as determined by Council, requiring Traffic Impact Report; and d) as determined by Council, requiring Traffic Impact Report.																
Estate Sales Office	5 spaces.																
Family Accommodation	one (1) space, in addition to the spaces required for the main dwelling.																
Family Day Care Home	no on-site spaces required.																
Farm Stay	one (1) space for each guest bedroom (in addition to the requirement of 2 spaces per dwelling, of which one (1) is to be covered).																
Fast Food Premises	a) 0.4 spaces per seat, plus one (1) space per 100m ² of GFA; OR b) 10 spaces per 100m ² of GFA, plus 20 spaces per 100m ² of GFA outdoor seating areas, whichever is the greater, plus queuing area for 10 vehicles associated with any drive through sales facility.																
Freight Depot	one (1) space per employee, plus one (1) visitor parking space.																
Fuel Depot	one (1) space per employee, plus one (1) visitor parking space.																
Funeral Parlour	10 spaces per 100m ² of GFA (one (1) space per 10m ² of GFA).																
Home Occupation	2 spaces for the purposes of the Home Occupation, in addition to the spaces required for the dwelling.																
Home Office	one (1) space for the purpose of the Home Office, in addition to the spaces required for the dwelling.																
Hospital	as determined by Council, requiring a Traffic Impact Report.																
Hostel Accommodation	a) one (1) car space per 15m ² of the total sleeping accommodation area, plus one (1) car space for any manager's or caretakers unit. b) where development: ■ is on a site that only has frontage to a road listed below; or ■ the access to the proposed development is to a road listed below; and ■ where the frontage is included in that part of the road listed below. additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table> <thead> <tr> <th>Road</th><th>Part of Road</th></tr> </thead> <tbody> <tr> <td>Aloha Lane</td><td>The whole</td></tr> <tr> <td>Cooinda Avenue</td><td>Northern alignment</td></tr> <tr> <td>Beulah Lane</td><td>The whole</td></tr> <tr> <td>Cronin Avenue</td><td>The whole</td></tr> <tr> <td>Darwalla Avenue</td><td>The whole</td></tr> <tr> <td>Eden Avenue</td><td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810</td></tr> <tr> <td>Fenton Place</td><td>The whole</td></tr> </tbody> </table>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810	Fenton Place	The whole
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Material Change of Use	Minimum Number of Car Parking Spaces to be Provided
Hostel Accommodation (cont.)	Garfield Terrace The whole Hedges Avenue The whole Jefferson Lane North of Third Avenue Lennie Avenue The whole Little Norman Street The whole Montgomery Avenue The whole Mountbatten Avenue The whole Northcliffe Terrace The whole Nagel Avenue Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948 O'Connor Street Western alignment from Wybera Street to and including Lot 26 RP 49999 Owens Lane The whole Pacific Parade The whole Park Lane The whole Peak Avenue The whole Schuster Avenue The whole Sunshine Court The whole Swan Lane The whole
Indoor Recreation Facility: a) squash court or any other court game b) meeting place, public hall c) pinball parlour, amusement arcade d) theatre, cinema e) licensed club f) skating rink or swimming pool g) gymnasium h) public library, public lecture hall, art gallery, museum, any other indoor recreation	a) 4 spaces per court; b) 10 spaces per 100m² of GFA (one (1) space per 10m² of GFA); c) 5 spaces per 100m² of GFA (one (1) space per 20m² of GFA); d) as determined by Council, requiring Traffic Impact Report; e) 6 spaces per 100m² of GFA (one (1) space per 17m² of GFA), additional parking for gaming machines at the rate of one (1) space per 3 gaming machines; f) 15 spaces, plus one (1) space per 100m² of GFA; g) 10 spaces per 100m² of GFA; h) as determined by Council or its delegate.
Industry	2.5 spaces per 100m ² of GFA (one (1) space per 40 m ² of GFA)
Integrated Housing	2 spaces per dwelling, of which one (1) must be covered, plus 0.5 spaces per dwelling visitor parking, distributed throughout the site in accessible locations.
Kennel	one (1) space per employee, with a minimum of two spaces plus one (1) visitor parking space.
Laundromat	5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA).
Manufacturers Shop	a) 6.7 spaces per 100m² of area used for retail (one (1) space per 15m² of area used for retail); b) 2.5 spaces per 100m² of area used for manufacturing (one (1) space per 40m² of area used for industry).
Marina	a) 0.6 spaces for each wet berth designed for boats ten metres and under; b) 0.8 spaces for each wet berth designed for boats between ten metres and 15 metres; c) one (1) space for each wet berth designed for boats greater than 15 metres; d) 0.2 spaces for each dry berth or swing mooring; plus e) 0.5 spaces for each employee; f) one (1) space per 50m² of GFA of ancillary activities associated with the marina; g) one (1) space for each wet berth designed for boats greater than 15 metres.



Material Change of Use	Minimum Number of Car Parking Spaces to be Provided																																																		
Marina Shop	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).																																																		
Market	as determined by Council, requiring Traffic Impact Report.																																																		
Medical Centre	5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA).																																																		
Mini-Storage Warehousing	a) one (1) space per ten (10) storage sheds; plus b) one (1) space per 30m ² GFA administration office area; plus c) a minimum traffic circulation aisle width of 6.5 metres.																																																		
Minor Tourist Facility	as determined by Council, requiring Traffic Impact Report.																																																		
Motel	a) one (1) space per room, plus one (1) space for the manager's residence. b) where a restaurant is included, 0.15 spaces per seat or 3.5 spaces per 100m ² of the restaurant GFA, whichever is the greater. c) where development: ■ is on a site that only has frontage to a road listed below; or ■ the access to the proposed development is to a road listed below; and ■ where the frontage is included in that part of the road listed below. additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table border="1"> <thead> <tr> <th>Road</th><th>Part of Road</th></tr> </thead> <tbody> <tr><td>Aloha Lane</td><td>The whole</td></tr> <tr><td>Cooinda Avenue</td><td>Northern alignment</td></tr> <tr><td>Beulah Lane</td><td>The whole</td></tr> <tr><td>Cronin Avenue</td><td>The whole</td></tr> <tr><td>Darwalla Avenue</td><td>The whole</td></tr> <tr><td>Eden Avenue</td><td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810</td></tr> <tr><td>Fenton Place</td><td>The whole</td></tr> <tr><td>Garfield Terrace</td><td>The whole</td></tr> <tr><td>Hedges Avenue</td><td>The whole</td></tr> <tr><td>Jefferson Lane</td><td>North of Third Avenue</td></tr> <tr><td>Lennie Avenue</td><td>The whole</td></tr> <tr><td>Little Norman Street</td><td>The whole</td></tr> <tr><td>Montgomery Avenue</td><td>The whole</td></tr> <tr><td>Mountbatten Avenue</td><td>The whole</td></tr> <tr><td>Northcliffe Terrace</td><td>The whole</td></tr> <tr><td>Nagel Avenue</td><td>Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948</td></tr> <tr><td>O'Connor Street</td><td>Western alignment from Wybera Street to and including Lot 26 RP 49999</td></tr> <tr><td>Owens Lane</td><td>The whole</td></tr> <tr><td>Pacific Parade</td><td>The whole</td></tr> <tr><td>Park Lane</td><td>The whole</td></tr> <tr><td>Peak Avenue</td><td>The whole</td></tr> <tr><td>Schuster Avenue</td><td>The whole</td></tr> <tr><td>Sunshine Court</td><td>The whole</td></tr> <tr><td>Swan Lane</td><td>The whole</td></tr> </tbody> </table>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810	Fenton Place	The whole	Garfield Terrace	The whole	Hedges Avenue	The whole	Jefferson Lane	North of Third Avenue	Lennie Avenue	The whole	Little Norman Street	The whole	Montgomery Avenue	The whole	Mountbatten Avenue	The whole	Northcliffe Terrace	The whole	Nagel Avenue	Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948	O'Connor Street	Western alignment from Wybera Street to and including Lot 26 RP 49999	Owens Lane	The whole	Pacific Parade	The whole	Park Lane	The whole	Peak Avenue	The whole	Schuster Avenue	The whole	Sunshine Court	The whole	Swan Lane	The whole
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Motor Vehicle Workshop	6.7 spaces per 100m ² of GFA (one(1) space per 15m ² of GFA).																																																		
Night Club	6 spaces per 100m ² of GFA (one (1)space per 17m ² of GFA).																																																		
Office	3 spaces per 100m ² of GFA (one (1) space per 33m ² of GFA).																																																		

Material Change of Use	Minimum Number of Car Parking Spaces to be Provided																																																		
Outdoor Sport and Recreation: a) tennis court or other court game (where not ancillary to other development) b) lawn bowls c) skating rinks, swimming pools d) golf course e) racecourse f) sporting arena g) clubhouse	a) 4 spaces per court; b) 20 spaces per green; c) 15 spaces, plus one (1) space per 100m ² of Total Use Area; d) the greater of: ■ 4 spaces per hole, plus 3 spaces per 100m ² of GFA of club house area; or ■ 6 spaces per 100m ² of GFA of club house area; e) as determined by Council, requiring Traffic Impact Report; f) as determined by Council, requiring Traffic Impact Report; g) 6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA).																																																		
Place of Worship	10 spaces per 100m ² of GFA (one (1) space per 10m ² of GFA).																																																		
Reception Room	6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA).																																																		
Relocatable Home Park	one (1) space per Relocatable Home plus visitor parking of one (1) space per 5 dwellings.																																																		
Residential Hotel	a) one (1) space per residential unit plus 10 spaces per 100m ² of GFA lounge, bar and beer garden area; plus b) 10 spaces per 100m ² of GFA retail floor area for liquor barns or bulk liquor sales; plus c) a reservoir space for 12 cars for a drive-in bottle shop.																																																		
Resort Hotel	a) one (1) space for each guest room or suite, for the first 75 guest rooms or suites, plus 0.1 space for each additional guest room or suite. b) where the development includes commercial facilities that are available for use by the general public, car parking for such facilities shall be provided at 75% of the standard requirements of this table. c) where development: ■ is on a site that only has frontage to a road listed below; or ■ the access to the proposed development is to a road listed below; and ■ where the frontage is included in that part of the road listed below; additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table> <thead> <tr> <th>Road</th><th>Part of Road</th></tr> </thead> <tbody> <tr><td>Aloha Lane</td><td>The whole</td></tr> <tr><td>Cooinda Avenue</td><td>Northern alignment</td></tr> <tr><td>Beulah Lane</td><td>The whole</td></tr> <tr><td>Cronin Avenue</td><td>The whole</td></tr> <tr><td>Darwalla Avenue</td><td>The whole</td></tr> <tr><td>Eden Avenue</td><td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810</td></tr> <tr><td>Fenton Place</td><td>The whole</td></tr> <tr><td>Garfield Terrace</td><td>The whole</td></tr> <tr><td>Hedges Avenue</td><td>The whole</td></tr> <tr><td>Jefferson Lane</td><td>North of Third Avenue</td></tr> <tr><td>Lennie Avenue</td><td>The whole</td></tr> <tr><td>Little Norman Street</td><td>The whole</td></tr> <tr><td>Montgomery Avenue</td><td>The whole</td></tr> <tr><td>Mountbatten Avenue</td><td>The whole</td></tr> <tr><td>Northcliffe Terrace</td><td>The whole</td></tr> <tr><td>Nagel Avenue</td><td>Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948</td></tr> <tr><td>O'Connor Street</td><td>Western alignment from Wybera Street to and including Lot 26 RP 49999</td></tr> <tr><td>Owens Lane</td><td>The whole</td></tr> <tr><td>Pacific Parade</td><td>The whole</td></tr> <tr><td>Park Lane</td><td>The whole</td></tr> <tr><td>Peak Avenue</td><td>The whole</td></tr> <tr><td>Schuster Avenue</td><td>The whole</td></tr> <tr><td>Sunshine Court</td><td>The whole</td></tr> <tr><td>Swan Lane</td><td>The whole</td></tr> </tbody> </table>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810	Fenton Place	The whole	Garfield Terrace	The whole	Hedges Avenue	The whole	Jefferson Lane	North of Third Avenue	Lennie Avenue	The whole	Little Norman Street	The whole	Montgomery Avenue	The whole	Mountbatten Avenue	The whole	Northcliffe Terrace	The whole	Nagel Avenue	Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948	O'Connor Street	Western alignment from Wybera Street to and including Lot 26 RP 49999	Owens Lane	The whole	Pacific Parade	The whole	Park Lane	The whole	Peak Avenue	The whole	Schuster Avenue	The whole	Sunshine Court	The whole	Swan Lane	The whole
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Material Change of Use	Minimum Number of Car Parking Spaces to be Provided
Restricted Club	6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA).
Restaurant	6.7 spaces per 100m ² of GFA (including any outdoor dining areas) (one (1) space per 15 m ² of GFA).
Retail Plant Nursery	10 spaces, plus one (1) space per 100m ² of Total Use Area in excess of 3,000 metres.
Rural Industry	one (1) space for each employee who does not reside on-site, plus one (1) visitor parking space.
Salvage Yard	0.7 space per 100m ² of Total Use Area, with a minimum of five spaces.
Serviced Apartment	a) one (1) space per apartment, plus 0.25 per apartment for visitor parking, where parking is contained in a single parking garage and spaces are not dedicated to particular units; OR b) one (1) space per one (1) bedroom apartment and 2 spaces per 2 bedroom and larger apartments, where spaces are dedicated to each apartment, plus 0.25 visitor spaces per apartment.
Service Industry	2.5 spaces per 100m ² of GFA (one (1) space per 40m ² of GFA).
Service Station	a) 2 spaces, plus 5 spaces per service bay; plus b) 4 spaces per 100m² of GFA of shop sales area of less than 150m²; plus c) 5 spaces per 100m² of GFA of shop sales area exceeding 150m²; plus d) 10 spaces per 100m² of GFA of restaurant or café, or 0.4 spaces per seat, whichever is the greater.
Shop	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).
Shopping Centre Development: a) 0 – 10,000m ² of EGFA b) 10,000 – 20,000m ² of EGFA c) 20,000 – 30,000m ² of EGFA d) > 30,000m ² of EGFA	a) 7 spaces per 100m² of EGFA (one (1) space per 15m² of EGFA); b) 6.5 spaces per 100m² of EGFA (one (1) space per 16m² of EGFA); c) 5 spaces per 100m² of EGFA (one (1) space per 20m² of EGFA); d) 4.5 spaces per 100m² of EGFA (one (1) space per 23m² of EGFA).
Showroom	2 spaces per 100m ² of GFA (one (1) space per 50m ² of GFA).
Special Accommodation	2 spaces.
Stall	4 spaces.
Storage	a) one (1) space per ten (10) storage sheds; plus b) one (1) space per 30m² GFA administration office area; plus c) a minimum traffic circulation aisle width of 6.5 metres.
Take-Away Food Premises	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).
Tavern	a) 10 spaces per 100m² of GFA lounge, bar and beer garden area,(excluding 'staff only' areas); plus b) 10 spaces per 100m² of GFA retail floor area for liquor barns or bulk liquor sales; plus c) a reservoir space for 12 cars for a drive in bottle shop; d) additional parking for gaming machines, at the rate of one (1) space per 3 gaming machines.
Theme Park	at the rate of (number of 'design day' visitors x 0.2347) + 87, where the design day corresponds to the existing 85 percentile day, subject to confirmation of this approach from Council's Manager of Transport Planning.
Tourist Cabins	as determined by Council, requiring Traffic Impact Report.



Material Change of Use	Minimum Number of Car Parking Spaces to be Provided
Tourist Facility	as determined by Council, requiring Traffic Impact Report.
Tourist Shop	5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA).
Transit Centre	as determined by Council, requiring Traffic Impact Report.
Transport Terminal	as determined by Council, requiring Traffic Impact Report.
Vehicle Hire Office	one (1) car space per employee, or one (1) car space per 30m ² , whichever is the greater.
Vehicle Hire Premises	one (1) car space per employee, or one (1) car space per 30m ² , whichever is the greater, plus a minimum of one (1) on-site wash bay, plus a minimum of one(1) car space per every 1.5 vehicles (or part thereof) in the hire vehicle fleet, provided that such spaces may be located in tandem.
Vehicle Sales Premises	3.3 spaces per 100m ² of GFA plus 0.5 spaces per 100m ² of display area.
Veterinary Clinic or Veterinary Hospital	3 spaces per practitioner.
Warehouse	2 spaces per tenancy or lot plus one (1) space per 50m ² of GFA up to 500m ² plus one (1) space per 100m ² of GFA over 500m ² .
Waterfront (or Marine) Industry	2 spaces per 100m ² of GFA (one (1) space per 50m ² of GFA).
Any Other Use	as determined by Council, requiring a Car Parking Assessment Report.

Table to Acceptable Solution AS21.1

-
- a) Educational Establishment
 - b) International Hotel
 - c) Resort Hotel
 - d) Transit Centre
 - e) Shopping Centre Development (more than 4,000m² of EGFA retail floor space)
 - f) Public Events
 - g) Spectator Sports
 - h) Convention Centre
-

Table to Acceptable Solution AS22.1

-
- a) Apartment Buildings with more than 60 units
 - b) Townhouse Complexes with more than 60 units
 - c) Active Recreation Facility
 - d) Bulky Goods Retailers (more than 2,000m² of GFA retail floor space)
 - e) Hospitals
 - f) Community Centres
 - g) Entertainment Venues
 - h) Aged Persons Accommodation
-



4.0 Car Parking Assessment Report

Where this Planning Scheme gives no specific car parking provision for a particular use or development, Council may require the submission of a Car Parking Assessment Report to support an application for development assessment. The following details must be included in such a report:

- a) the specific nature of the development to be undertaken and the method of operation and all facilities proposed to be provided;
- b) the maximum number of employees likely to be engaged on the premises;
- c) the maximum number of persons, other than employees, anticipated to attend the premises at any time;
- d) the hours of operation of the development;
- e) the location of the site and the nature of existing and likely development in the vicinity of the site;
- f) the existing on-road parking situation and operating conditions of the road in the vicinity of the site;
- g) the anticipated demand for on-site loading by trucks and other delivery vehicles;
- h) the anticipated demand for bus, coach and taxi set down and parking;
- i) the likely use of other modes of transport or pedestrian access, and the frequency and proximity of existing public transport services;
- j) the assignment of development generated traffic to the road network, and prediction of operating conditions within and without the proposed development for the appropriate design years; and
- k) any other relevant information requested by Council or its delegate.

Council will form a view on the appropriate minimum number of car parking spaces and other facilities to be provided for the new development, based on the above information and any other relevant matter.

5.0 Reduction of the Minimum Number of Car Parking Spaces to be Provided

The minimum number of car spaces to be provided may be reduced where the applicant can satisfy Council, or its delegate, that less provision is justified, having regard to any one or more of the following:

- a) the extent to which the development is serviced by public transport;
- b) the proposed development is located within a Public Transport Precinct, as shown on **Planning Strategy Map PS8 – Public Transport System**;
- c) the car spaces that are available on nearby land and suitable roads;
- d) any new car spaces that can be provided by the applicant on nearby land;
- e) the existing development on the site;
- f) the overall pedestrian accessibility of the site;
- g) the intensity of the use of the land;
- h) the proposed hours of operation of the development or use;
- i) any Council traffic management or parking scheme for the area;
- j) the effect of any additional traffic generated by the lack of parking spaces;
- k) the mix of land uses on the site or nearby (for example, whether the site is included within an identified Activity Centre);
- l) the car parking area is directly connected to the parking area of an adjoining development;
- m) the parking spaces are to be individually allocated to tenancies or consolidated into a common area available to all tenants and to visitors; and
- n) the provision of cyclist facilities, including showers and lockers and additional secure bicycle parking.



6.0 Traffic Impact Report

The Traffic Impact Report shall contain the following information:

- a) the maximum number of employees to be engaged on the premises;
- b) the maximum number of persons, other than employees, anticipated to attend the premises at any time;
- c) the hours of operation of the development;
- d) the location of the site and the nature of existing and proposed buildings;
- e) likely development in the vicinity of the site;
- f) the existing on-road parking situation in the vicinity of the site;
- g) the existing operating conditions of the roads in the vicinity of the site;
- h) the position and nature of vehicular access to the site and the need for any changes to existing roads infrastructure;
- i) the expected demand for site access loading by trucks and other delivery vehicles;
- j) the anticipated demand for bus, coach and taxi set down and parking;
- k) the likely use of other modes of transport;
- l) the frequency and proximity of existing or proposed public transport services;
- m) assignment of development generated traffic to the road network, and prediction of operating conditions within and without the proposed development for the appropriate design years (generally a ten year horizon from the time of opening of the proposed development); and
- n) any other relevant information requested by Council, or its delegate.

Council may request electronic outputs for perusal, where traffic analysis computer packages have been used in the determination of impacts.

7.0 Future Road Requirement Information

With reference to Future Road Requirement information on Domain Maps:

- Future Road Requirement lines indicate, a line which shall be deemed to be the frontage of a site solely for the purposes of determining building setbacks and the distribution and development of landscaping open space.
- Where sites are influenced by more than one Future Road Requirement line, for example a site has more than one road frontage, reference should be made to all Future Road Requirement line maps which effect the site.
- Where sites are influenced by a Future Road Requirement line or more than one Future Road Requirement line, the road has been identified as being either a road under the Main Roads jurisdiction or a road under the Gold Coast City Council jurisdiction. This is indicated by the reference term in the brackets.
- Future Road Requirement lines shown on these maps that relate to State-controlled roads are indicative only and are subject to survey and detailed design.



Part 7 Codes

Division 2 Specific Development Codes

Chapter 11 Changes to Ground Level and Creation of New Waterbodies

1.0 Purpose

This code seeks to ensure that changes to existing ground levels, including the creation of new waterbodies, do not adversely affect other properties or the general amenity of the locality in which the works are occurring. Ground level changes must be geotechnically and ecologically sound and, where a flood affected site is proposed to be developed, adequate measures will be taken to ensure that the development achieves no increase in risk of flood damage to life or to property for existing and proposed residential dwellings. The code also seeks to prevent any increase in runoff that might occur from development that would increase the rate of runoff or the magnitude of the flood volume that would run off during a flood emergency.

Best land management development practices, consistent with the principles of ecologically sustainable development, shall be employed.

This code also seeks to regulate development of land containing potential and actual acid sulfate soils so as to minimise the potential for environmental harm that may arise as a result of disturbances to these soils. In turn, this will minimise short and long term damage to corrodible infrastructure and natural ecosystems.

2.0 Application

- 2.1 This code applies to development indicated as code or impact assessable in the Table of Development in the domain or Local Area Plan (LAP) within which the development is proposed.
- 2.2 The provisions of this code apply to the life of any development, as well as to the construction period of the development. All information required to support an application, including engineering analyses, calculations, reports and drawings, shall be in accordance with **Planning Scheme Policy 11 – Land Development Guidelines**.
- 2.3 Performance Criteria PC1-PC20 apply to all code and impact assessable development subject to this code.

3.0 Development Provisions

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
Development that is Code Assessable or Impact Assessable			
Acid Sulfate Soils			
PC1 Development on land containing acid sulfate soils must not result in environmental harm or damage.	AS1.1.1 The land is at or below AHD 5 and is assessed for acid sulfate soil, in accordance with Planning Scheme Policy 14 – Management of Activities Located Within Areas of Acid Sulfate Soils .	AS1.1.1 COMPLIES The proposed development is subject to Condition 12 of the Preliminary Approval that has approved an Acid Sulfate Management Plan.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	AS1.1.2 The land is at or below AHD 20 and excavation is proposed to levels below AHD 5 and the development is assessed for acid sulfate soil, in accordance with Planning Scheme Policy 14 – Management of Activities Located Within Areas of Acid Sulfate Soils.	AS1.1.2 COMPLIES The proposed development is subject to Condition 12 of the Preliminary Approval that has approved an Acid Sulfate Management Plan.	
Stormwater Drainage Considerations			
PC2 Development must not cause adverse stormwater drainage impacts on areas external and internal to the site.	AS2.1 The change to ground level maintains flood storage volume over the site for the 20 year ARI storm event. AS2.2 The change in ground level does not involve filling below Q100. AS2.3 The change in ground level does not impound or divert rainfall runoff.	NOT APPLICABLE Flood overlay mapping does not impact the subject site.	
Geotechnical Site Requirements			
PC3 All earthworks must be carried out in a location which is not at risk from: a) geotechnical instability at a nearby location; or b) geotechnical instability on the subject site.	AS3.1 The site is: a) located in areas free of compressible soils; b) designated as having very low to low slope instability. AS3.2 The site is not identified on Overlay Map OM16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard as an area with moderate, high and very high risk of instability.	AS3.1 COMPLIES No earthworks are to be carried out on areas of geotechnical instability land. AS3.2 NOT APPLICABLE Subject land is not identified on overlay map OM16.	
PC4 All earthworks must be geotechnically stable, and must not decrease the geotechnical	AS4 The earthworks are undertaken in a manner which:	PC4 COMPLIES All earthworks are subject to detail civil design and geotechnical stability engineering.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
stability of the subject or adjacent sites.	a) involves a maximum cut and/or fill of less than 1 metre in height; b) involves batters no steeper than one in two.		
Local Amenity, Noise and Emissions			
PC5 All activities carried out for or associated with changes to ground level must be conducted in a manner which ensures minimal disturbance to the amenity of the built environment.	AS5.1 The development involves work which has the potential to generate dust, and the following control measures are implemented: a) daily water spraying of exposed areas; b) provision of sealed roads; c) protective covering of exposed areas; d) the installation of wind barriers. AS5.2 All earthworks on the property are undertaken only during the hours of 6am to 6pm, Monday to Friday, and 7am to 6pm on Saturday. No work is undertaken on Sunday.	AS5.1 COMPLIES The proposed development will ensure that the proposed change to ground level works will be conducted so as not to impact or effect the amenity of the surrounding area. AS5.2 COMPLIES All works will be conducted between the hours of 6am to 6pm, Monday to Friday, and 7am to 6pm on Saturday. No work is undertaken on Sunday.	
PC6 All work associated with any development must not create a negative impact upon the amenity of surrounding properties.	AS6.1 The cut and/or fill is retained, and the retaining wall is set back from any boundary at least one quarter of its height, with a minimum distance of 300mm, and: a) the site is located within a residential domain or adjacent to a site in a residential domain, and the retaining wall is stepped 1.5 metres for every 1.5 metres in height, and the terraces are landscaped; or b) the site is located within a non-residential domain, and the retaining wall is stepped 1.5 metres for every three metres in height, and the terraces are landscaped. AS6.2 The cut and/or fill is not retained, and the toe of any batter is no closer than 300mm from a boundary, and:	AS6.1 COMPLIES Proposed earthworks will be in accordance with the Bulk Earthworks plans and Statement of Landscape Intent Plans. AS6.2 COMPLIES Proposed earthworks will be in accordance with the Bulk Earthworks plans and Statement of Landscape Intent Plans.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	a) the site is located within a residential domain or adjacent to a site in a residential domain, and batters along boundaries are no steeper than one in four and landscaped; or b) the site is located within a non-residential domain, and batters along boundaries are no steeper than 1 in 2 and landscaped.		
Managing Contamination Risk			
PC7 Any filling or excavation must not result in the contamination of land.	AS7 The fill material is solid clean earth or clean inert material, free of organic, putrescible or refuse matter.	AS7 COMPLIES All filling will be solid clean earth material.	
Geotechnical Fill Considerations			
PC8 Any materials used as fill must be able to adequately support future development of the land.	AS8 The proposed type, composition and source of fill material is geotechnically suitable, and is adequately compacted to support future development, in accordance with the requirements of Planning Scheme Policy 11 – Land Development Guidelines.	AS8 COMPLIES All proposed fill material will be geotechnically suitable, and adequately compacted (98% based on industrial land designation) to support future development, in accordance with the requirements of the Land Development Guidelines.	
Hydraulic Considerations			
PC9 Any change to the level of the land must not have an adverse flooding impact on the flooding and drainage characteristics of external sites and/or premises.	AS9 As demonstrated by a hydraulic report prepared in accordance with Council's Hydraulic Report Requirements, the filling or excavation does not: a) cause ponding on the site or nearby land; b) increase flooding which adversely affects the safety or use of any land upstream and downstream; c) adversely affect the flow of water in any overland flow path; or otherwise d) contravene the intent of Constraint Code 8 - Flood Affected Areas.	AS9 COMPLIES The proposed development has been designed and will be constructed in accordance with the historically approved Stormwater Management Plan for the Vantage Industrial Estate.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC10 Development upstream of areas with over floor flooding shall not increase the contribution of floodwater from the catchment. Over floor flooding occurs adjacent to: a) Currumbin Creek, downstream of weir near Stackpole Street; b) Tallebudgera Creek, downstream of Benardon Court; c) Mudgeeraba Creek, downstream of Berrigans Road; d) Nerang River, east of the Pacific Motorway; e) Coomera River, east of the Oxenford - Tamborine Road; f) Coombabah Creek, downstream of the Pacific Highway; g) Saltwater Creek, downstream of its crossing by Kopps Road.	AS10.1 Flood storage detention facilities are provided, where possible, on public land, of sufficient capacity to retain runoff such that the total peak runoff rate and volume released during the flood is not greater than would have been the case prior to development. AS10.2 A certified hydraulic study (and, if necessary, a hydrologic study) is prepared by a suitably qualified and experienced engineer to investigate the characteristics of both the undeveloped and developed site, and determines to the satisfaction of the Assessment Manager that a detention storage is not required, and a contribution is made by the developer to a Council sponsored community flood detention facility.	AS10.1 COMPLIES The proposed development has been designed and will be constructed in accordance with the historically approved Stormwater Management Plan for the Vantage Industrial Estate. NOT APPLICABLE	
PC11 All development must ensure that there is no impact to local drainage regimes, such that no real damage is caused to any properties upstream or downstream of the site.	AS11 Stormwater drainage is provided in accordance with Planning Scheme Policy 11 – Land Development Guidelines.	AS11 COMPLIES The proposed development has been designed and will be constructed in accordance with the historically approved Stormwater Management Plan for the Vantage Industrial Estate. As such the development will not result in worsening conditions.	
Haulage Activity and Amenity			
PC12 All activities carried out for or associated with changes to ground level, including haulage activity, must be conducted in a manner which ensures minimal disturbance to the amenity of the built environment.	AS12.1 The development involves the transportation of fill material to and/or from the site, and the following measures are taken: a) loads are covered; b) spilled or wheel tracked material is immediately cleaned up from external roads; and c) heavy vehicle traffic is controlled. AS12.2 All waste material, including vegetation, is	AS12.1 COMPLIES The proposed development will undertake measures to ensure the transportation of fill material to and/or from the site does not impact on the surrounding environment. AS12.2 COMPLIES All waste will be transported to an appropriate	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	transported from the site and disposed of in an approved location. AS12.3 All haulage routes are approved by the Department of Transport for declared main roads, and by Council for all other roads. AS12.4 All haulage to and from the site is to be undertaken only during the hours of 6am to 6pm Monday to Friday and 7am to 6pm on Saturdays.	landfill site. AS12.3 COMPLIES Transportation activities associated with the change to ground level will comply with the state and Local Government requirements. AS12.4 COMPLIES All haulage to and from the site will be carried out during the hours of 6am to 6pm Monday to Friday and 7am to 6pm on Saturdays.	

Treatment of Fill and Retaining Walls

PC13 All work associated with any development must not create a negative impact upon the amenity of surrounding properties.	AS13.1 Filling material is placed on the development site and is maintained within the subject property, unless alternative arrangements are agreed by the affected neighbouring property owner. AS13.2 Any retaining walls which present to the street or adjoining land, have a finish that is compatible with surrounding development.	AS13.1 COMPLIES All materials to be maintained on the subject site. NOT APPLICABLE No retaining walls are proposed.	
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Water Quality

PC14 Development must not have an adverse impact upon the City's ground water, waterways and wetlands.	AS14 Sediment and erosion control measures are implemented with the filling/excavation work.	AS14 COMPLIES A sediment and erosion control plan forms part of the bulk earthworks plans.	
PC15 The natural hydrological regimes of the site, including natural water quality, quantity and groundwater conditions, must be maintained and enhanced.	AS15.1 Sediment and erosion control measures are implemented with the filling/excavation work, in accordance with an approved Erosion and Sedimentation Control Program. AS15.2 The methods of stormwater run-off control	AS15.1 COMPLIES A sediment and erosion control plan forms part of the bulk earthworks plans. AS15.2 COMPLIES The proposed development has been designed and will be constructed in	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	and the design of the stormwater system does not create a point source discharge to waterbodies. AS15.3 A Stormwater Management Intent is prepared for the site which demonstrates that: a) stormwater is treated prior to discharge into any waterways; b) the velocity and quality of stormwater to be discharged into the waterways does not degrade the environmental values of the adjoining site.	accordance with the historically approved Stormwater Management Plan for the Vantage Industrial Estate. AS15.3 COMPLIES The proposed development has been designed and will be constructed in accordance with the historically approved Stormwater Management Plan for the Vantage Industrial Estate.	
Finished Surface Levels			
PC16 All development must have a finished surface level which is free draining and free from flooding.	AS16.1.1 The development is free draining and the surface gradient of the fill and/or excavated area is within the range 0.5% to 1.5%. OR AS16.1.2 The development includes steep surface gradients, which achieve integration with the surrounding topography, and the finished profile does not interrupt or materially change the surface water drainage, from or onto adjoining land.	AS161.1 COMPLIES Earthworks are designed as free draining towards the proposed new roads at a minimum 1:150 grade. AS16.2 COMPLIES Please refer to the submitted change to ground level drawings which demonstrate compliance	
Construction of New Waterbodies			
PC17 The new waterbodies must be suitable for their intended uses, and must maintain and enhance the water quality of existing waterbodies connecting to them.	AS17.1 A Water Quality Management Plan, which is prepared by a competent person, demonstrates that: a) the water quality of the new waterbodies is of the same or higher standard as the existing water quality; b) long term maintenance of the desired water quality is achieved; c) breeding potential of biting insects is minimised.	NOT APPLICABLE No waterbodies are proposed as part of this application.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	AS17.2 The water body does not have deep, isolated holes that stratify and increase the possibility of algal blooms occurring, if that stratification breaks down. AS17.3 Pumping for the purposes of maintaining water quality is avoided. AS17.4 The water body is designed with a suitable outlet to ensure that flushing, if required, is possible.		
PC18 Operational work must not cause geotechnical bank instability, erosion, bed scour or revetment wall collapse to adjacent waterbodies or to newly constructed waterbodies.	AS18 Edge treatment to the embankments of the waterbodies is in place during and after construction, in a manner certified by a competent person.	NOT APPLICABLE No waterbodies are proposed as part of this application.	
PC19 New waterbodies to be transferred to public ownership must have regard to public safety.	AS19 The water body includes: a) warning signs; b) fencing of areas where access is restricted, such as steep sided embankments or large drops.	NOT APPLICABLE No waterbodies are proposed as part of this application.	
Access to New Waterbodies			
PC20 Development incorporating new waterbodies must be designed to provide suitable access for maintenance of revetment walls and cleaning of the water body, including the removal of rubbish, reeds and surplus aquatic flora.	AS20 Access is provided to the owner/s of the waterbodies, by: a) dedication of land to the Crown, for this purpose; or b) existing access arrangements.	NOT APPLICABLE No waterbodies are proposed as part of this application.	



Part 7 Codes

Division 2 Specific Development Codes

Chapter 21 Landscape Work

1.0 Purpose

To ensure that the planning, design, construction and management of Landscape Work results in high quality landscape outcomes consistent with local character and City image objectives. To ensure that layout and design of soft and hardscape elements, plant selection and construction is based on clear function and character objectives, consistent with Council's technical requirements.

The key objectives of this code are the:

- achievement of Landscape Work that complements and enhances the uses and developments with which it is associated;
- achievement of Landscape Work that is consistent with the identified landscape character of the locality;
- achievement of Landscape Work that contributes to and enhances the overall City image and townscape of the City of Gold Coast;
- retention of vegetation of ecological, aesthetic and/or cultural significance;
- retention of significant cultural landscapes, associated vegetation, gardens and landscape forms;
- facilitation of complementary design between Landscape Work in the public and private realms;
- promotion of landscape that is functional, and complementary to the climate and land form of the City of Gold Coast;
- achievement of sustainable landscape form for public open space areas and other public areas;
- facilitation of a landscape that can be maintained efficiently to promote the conservation of energy and water; and
- achievement of design and construction of Landscape Work that is consistent with all relevant Australian Standards.

2.0 Application

- 2.1 This code applies to development for the purposes of Landscape Work indicated as code assessable or impact assessable in the Table of Development of the domain or Local Area Plan (LAP) within which the development is proposed.
- 2.2 This section is intended to implement the Desired Environmental Outcomes (DEOs) and the objectives of the Planning Strategies relating, in particular, to the Urban Heritage and Character and the City Image and Townscape Strategies. It is supported by Council's overall Landscape Strategy, which has three parts:
 - Part 1 – Landscape Character: Guiding the Image of the City
 - Part 2 – Landscape Work Documentation Manual
 - Part 3 – Landscape Information Sheets
- 2.3 Performance Criteria PC1-PC4 apply to all development subject to this code.



3.0 Development Requirements

Performance Criteria	Acceptable Solutions	How does the proposal Comply with the acceptable solution or performance criteria	Internal Use
Development is Code Assessable or Impact Assessable			
Local Landscape Character			
PC1 Landscape Work must minimise impact on the environmental values and contribute to the visual amenity and character of the site and local neighbourhood.	AS1 New plantings on the site do not include plant species identified as prohibited or restricted for use in Planning Scheme Policy 13 – Landscape Strategy Part 2 - Landscape Works Documentation Manual, Section D – Guidelines for Undesirable Plants.	AS1 COMPLIES No prohibited or restricted plants are proposed.	
Landscape Character			
PC2 Landscape Work must contribute to the achievement of a high quality landscape character, City image and townscape for the Gold Coast.	AS2.1 The development is on a site identified in the BeachStrip Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: is consistent with landscape character elements identified in Planning Scheme Policy 12 – Landscape Strategy Part 1 – Landscape Character: Guiding the Image of the City; a) where such a site is located directly adjacent to a dunal area, planting within the area of the site that is seaward of any built structures incorporates a primary planting framework of local native dunal species to reinforce and enhance the natural dunal edge. Plant species used are to be in accordance with those identified for the different zones of the dunal area in Planning Scheme Policy 15 - Management of Coastal Dune Areas;	PC2 COMPLIES The proposed landscaping intends to maintain a high quality, enhanced amenity, remaining consistent with the envisaged industrial estate's quality, as outlined within the provided Landscape Intent Plan.	



	b) the design of the Landscape Work incorporates the retention, enhancement or promotion of any existing significant cultural plantings and native plantings associated with the local character of the beach strip, such as Norfolk Island Pines, <i>Pandanus</i> sp, <i>Banksia</i> sp and <i>Cupaniopsis</i> sp; and c) where such is a residential choice, commercial or tourist development in centres between Palm Beach and Main Beach (particularly Surfers Paradise, Broadbeach and Main Beach), the Landscape Work associated with the site development includes the appropriate use of resort style landscape treatments, in conjunction with the use of local native coastal species; or where such is a residential choice, commercial or tourist development in centres between Currumbin Creek and Coolangatta, the Landscape Work associated with the site development promotes the coastal village character through a primary planting framework of local native coastal species. AS2.2 The development is on a site identified in the Bay Islands Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; and b) local native vegetation is utilised as the primary planting framework in the Landscape Work.		
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	AS2.3 The development is on a site identified in the Hope Island Estates Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) where such is a residential choice, commercial or tourist development, the Landscape Work includes the appropriate use of resort style landscape treatments, in conjunction with the use of local native species; c) where such a site includes large areas of open space and/or drainage corridors and buffer areas, local native species are utilised in the landscape as the primary planting framework; d) where such a site is located adjacent to a major road corridor, a strong boulevard character is reinforced in the streetscape work by the use of dominant and consistent plant forms in a simple but formal configuration, using appropriate exotic		
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	or local native species; and e) where such a site is located adjacent to a major road corridor, front fencing is primarily transparent, visually unobtrusive and articulated with the use of appropriate vegetation, materials and colours. AS2.4 The development is on a site identified in the Broadwater Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) any existing significant cultural and/or remnant vegetation on the site is retained and/or is reinforced in the Landscape Work with new planting that reflects the forms and growth habits of the traditional or remnant planting forms; and c) where such a site is immediately adjacent to the Broadwater, planting within the area of the site that is directly adjacent to any water body utilises a primary planting framework of local native		
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	species as part of the Landscape Work; or where such a site is adjacent to open space areas linked to the Broadwater, planting within the area directly adjacent to the open space area utilises a primary planting framework of local native species as part of the Landscape Work. AS2.5 The development is on a site identified in the Southport Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) any existing significant cultural and/or remnant vegetation on the site is retained and/or is reinforced in the Landscape Work with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings; and c) where such a site is located along Scarborough or Nerang Streets, streetscape framework planting creates a strong boulevard character, and provides shade, amenity and vertical enclosure		
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	through the use of single trunked canopy shade species. Dominant vertical forms, such as palms and resort style landscape treatments, are not utilised as part of the Landscape Work within or directly adjacent to the streetscape; or where such a site is located along Short Street, streetscape framework planting reinforces the existing informal leafy streetscape utilising single trunked canopy shade species as part of the Landscape Work. Dominant vertical forms, such as palms and resort style landscape treatments, are not utilised in the Landscape Work within or directly adjacent to the streetscape. AS2.6 The development is on a site identified in the River Valleys Character Area on Planning Strategy MapPS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) incorporates a primary planting framework of local native plant species in the Landscape Work; c) any existing significant cultural and/or remnant plantings are retained and/or reinforced in the Landscape Work, with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings; d) Landscape Work includes minimal cut and fill of the original landform, utilises open style and transparent fencing, and	
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	reduces the impact of any bulk massing in building form on the site; e) where such a site is located along a major road corridor, Landscape Work on the site promotes and enhances varying road experiences through open, filtered and enclosed views of any rural areas, creeks and riverine vegetation; f) where such a site is located on a ridgetop, crest or upper slope of a foothill, the character of any undeveloped ridgelines is reinforced and enhanced as part of the Landscape Work on the site; and g) where such a site includes and/or is adjacent to a creek and/or river system, Landscape Work utilises local native riverine species in the design that contribute to the rehabilitation and expansion of the riparian zone. AS2.7 The development is on a site identified in the Albert Corridor Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; incorporates a primary planting framework of local native plant species in the Landscape Work; c) any existing significant cultural and/or remnant plantings are retained and/or reinforced in the Landscape Work, with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings;		
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	d) where such a site is located along a major road corridor, Landscape Work on the site promotes and enhances varying road experiences through open, filtered and enclosed views of any rural areas, riverine vegetation and surrounding ridgeline; e) where such a site is located on a ridgetop, crest or upper slope of a foothill, the character of any undeveloped ridgelines is reinforced and enhanced as part of the Landscape Work on the site; f) where such a site includes and/or is adjacent to a creek and/or river system, Landscape Work utilises local native riverine species in the design that contribute to the rehabilitation and expansion of the riparian zone; g) where such a site is located within a significant rural landscape or floodplain area, the Landscape Work on the site reinforces and promotes the open character of the floodplain environment and/or rural landscape; and h) where such a site is in an industrial area fronting a major road corridor, the Landscape Work presents a dense and green outlook to the road corridor frontage. AS2.8 The development is on a site identified in the Beenleigh and Sugar Cane Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) any existing significant cultural and/or		
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	remnant planting, particularly that associated with rural landholdings, are retained and/or reinforced in the Landscape Work, with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings; c) where such a site is located adjacent to the bay edge, Landscape Work utilises a primary planting framework of local native species in an informal landscape setting that enhances the low scale and natural character of the area; d) where such a site includes industrial or commercial development, the Landscape Work incorporates a dense landscaped buffer area, with a primary planting framework of local native species to screen the development from any residential and rural uses; and where such a site includes industrial development along major traffic routes, Landscape Work incorporates a landscaped buffer strip of local native species along the street frontage to present a dense and green outlook to the street. AS2.9 The development is on a site identified in the Suburban Estates Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) where such a site includes open space areas, Landscape Work incorporates:		
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	■ a primary planting framework of local nativespecies; ■ the retention of existing significant remnantvegetation in the design; and ■ enhancement of visual and physical linkages toopen space areas surrounding the site; c) where such a site includes drainage reserves in open space areas, Landscape Work incorporates the principles of dual use drainage systems, such as wetlands, informal open space and detention basins, where such are consistent with hydraulic/stormwater drainage management practices; d) where such a site requires a landscaped buffer to screen incompatible uses from residential areas, the Landscape Work incorporates: ■ an adequate buffer area to facilitate the specific function required of the screen, eg. where adjacent to busy roads, landscaped buffer strips are of an appropriate width (preferably a minimum of ten (10) metres) that incorporates sufficient area of plant material to provide an effective screen; and ■ a planting structure within the buffer of trees and screening shrubs utilising local native species as the primary planting framework; and e) where such a site includes streetscape work that ispart of the site development, the landscape work provides shade and amenity. This incorporates the use of single trunked canopy shade species, utilising low maintenance local native species as the planting framework, with		
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	exotic species as feature planting, where appropriate. AS2.10 The development is on a site identified in the Canal Estates Character Area on Planning Strategy MapPS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) where such a site includes streetscape work as part of the site development, Landscape Work provides: ■ shade and amenity that incorporates the use of single trunked canopy shade species utilising low maintenance, local native species as the planting framework, with exotic species as feature planting, where appropriate; and front fencing that is designed to be primarily transparent and not visually dominant, avoiding the creation of blank walls or barriers at the street interface; c) where such a site incorporates public open space areas, local native species are utilised as the primary planting framework; and d) Where such a site is directly adjacent to a canal or waterway, Landscape Work incorporates natural looking materials to any revetment treatment, and utilises local native species as the primary planting framework in the areas between the property boundary and the canal or waterway edge.		
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Landscape Design

PC3 The Landscape Work, including that within streetscapes, public open space and private property, must complement new and existing development through the provisions of Landscape Work that: a) responds to opportunities and constraints of the - existing site characteristics; - reinforces and enhances identified local character; b) is best suited to the use and function of the site - and environmental/climatic conditions; and c) has regard for ongoing maintenance.	AS3.1 Landscape Work for the site reinforces and enhances existing significant topographical features, including local native vegetation, waterways, overland flow paths and landform as identified on a Site Survey and Analysis for the site. AS3.2 Landscape Work for the site reinforces local landscape character, as identified in PC2 and AS2.1 to AS2.10 for Landscape Character above. AS3.3 Landscape Work in public areas, such as road reserves, parks and other open space, provides shaded environments and passive recreation spaces for users and visitors to the site. AS3.4 Where a site incorporates high use facilities, Landscape Work is located and maintained in a way that does not create unsafe environments by blocking surveillance, creating concealment spots and reducing sightlines. AS3.5 Landscape Work promotes the effective use of water. Selection of plant species and layout of the landscaped area minimises the demand for use of potable water from the City's water reticulation system. AS3.6 Plant species utilised in Landscape	AS3.1 – 3.9 COMPLIES The proposed landscaping work seeks to reinforce the high quality, envisaged outcome for the industrial estate as a whole through provisions of appropriate landscaping, that varies in size, shape and colour. The landscaping will also provide visual buffering, reducing any adverse visual impacts resulting from the development. The proposed landscaping is consistent with the surrounding sites and will seek to enhance the local character of the estate. Public areas along the frontages to the site will benefit as the landscaping will provide visual upgrades and provide screening as well as shade in some capacities. The proposed landscaping provides ample opportunity for casual surveillance through the consideration of CPTED principles. Any plant species used will not be prohibited.	
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	Work in streetscapes and public open space areas minimize the need for high intensity landscape maintenance. AS3.7 Landscape Work contributes to the stability of local soils and minimises sediment and erosion activity. AS3.8 Landscape Work complies with a Statement of Landscape Intent (in some cases approved for Preliminary Operational Work – Landscape), where such a site includes one or more of the following: a) rare and threatened flora or habitat for rare and threatened fauna under the Nature Conservation Act 1992, or is identified by the Planning Scheme as being of ecological significance, or is protected vegetation under Specific Development Code 36 – Vegetation Management; b) the site is to contain large areas of replanting and/or rehabilitation; c) the site is to consist of large areas of open space (including private and public); d) the site has significant overland drainage and/or drainage corridors; e) the site incorporates important views as identified by the Site Analysis; f) the site is located in an area of identified. g) particular local or neighbourhood character; h) it is proposed to alter the landform significantly; i) the development requires additional streetscapework; j) the development incorporates built form which is located in areas of high visual prominence.		
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	AS3.9 The Landscape Work is in accordance with a Detailed Landscape Plan, approved for the Operational Work – Landscape Development Permit, prepared in accordance with Planning Scheme Policy 13 – Part 2 – Landscape Works Documentation Manual. AS3.10 The solid wall for podium landscape planting, erected on top of a basement, is not to exceed 0.5 metres in height and is to be located not within 1.0 metre of the basement's outer perimeter		
PC4 Landscape Work in public open space (or that open space to be dedicated as part of an open space contribution) must provide for effective management of the landscape of the site during construction, at 'on' and 'off' maintenance and for future ongoing maintenance regimes.	AS4.1 Landscape Work complies with an Open Space Management Statement (in some cases approved as part of the Preliminary Approval for Operational Work – Landscape) where such a site includes one or more of the following: a) the retention and/or removal of flora or habitat for rare and threatened fauna under the Nature Conservation Act 1992, or is identified by the Planning Scheme as being of ecological significance, or is protected vegetation under Specific Development Code 36 – Vegetation Management; b) extensive areas of natural wetlands or other complex drainage systems; c) large areas of open space, including identification of key linkages to a wider open space system; d) areas that may be subject to significant erosion and/or sediment deposition. AS4.2 The Landscape Work for the site is in accordance with an Open Space Management Plan approved for the Operational Work – Landscape Development Permit, prepared in	NOT APPLICABLE No landscape work is proposed within public open space.	



	accordance with Planning Scheme Policy 13 – Part 2 – Landscape Works Documentation Manual, where such an area has one or more of the following: a) includes removal of areas of rare and threatened flora or habitat for rare and threatened fauna under the Nature Conservation Act 1992, or is identified by the Planning Scheme as being of ecological significance, or is protected vegetation under the Specific Development Code 36 – Vegetation Management; b) includes retention of areas of significant natural vegetation; c) includes extensive areas of replanting and large rehabilitation areas; d) includes wetlands and other drainage corridors; e) will require storage of materials on-site during construction; f) forms part of a wider open spaces system; g) may be subject to erosion or sediment deposition; includes fauna habitats that require protection and/or expansion; h) includes areas of bushfire hazard; and i) incorporates significant public facilities such as picnic or playground areas.		
PC5 Landscape Work must be designed and constructed to achieve a reasonable and practicable response to all public risk duty of care issues.	AS5 The design and construction of Landscape Work in public open space areas is consistent with all relevant Australian Standards.	NOT APPLICABLE The proposed development does not include landscaping within public open space areas.	

4.0 Compliance

All Landscape Work must be completed in accordance with the approved Detailed Landscape Plan, prior to the proposed use commencing. All Landscape Work must be maintained and managed in accordance with the Detailed Landscape Plan at all times and to the satisfaction of Council.



5.0 Maintenance Security

5.1 Explanation

For successful establishment of Landscape Work, particularly planting, maintenance is a key component in achieving high quality landscape in the long term. Maintenance is often required for a prolonged period of time after final landscape approval is granted. Security is sometimes required to ensure that the Landscape Work is undertaken in accordance with the approved landscape plan and that follow on maintenance and responsibilities are met.

5.2 Provisions

Maintenance Security may be required, at the discretion of the Council or its delegate, where it is considered necessary to ensure that Landscape Work and associated maintenance requirements are completed to an acceptable standard. The maintenance security will be submitted prior to the issue of the Certificate of Compliance.

6.0 Other Relevant Matters Requirements

The information in **Clause 6.0** is provided in good faith and to the best of Council's knowledge. Applicants should satisfy themselves as to the applicability of other relevant matters.

6.1 Preparation of Landscape Plans

Submission of a Landscape Plan is required where indicated by this Planning Scheme or as a condition of a development approval.

A standard process for submission of Landscape Plans, in association with development applications, is promoted by Council. This process applies to all development applications that have a Landscape Work component. It is acknowledged that the amount of information to be included in the submitted landscape plans may vary, according to the particular circumstance of the proposed development.

There are four types of Landscape Plans that may be required as part of a development application. These are:

- a) Statement of Landscape Intent;
- b) Detailed Landscape Plan;
- c) Open Space Management Statement; and
- d) Open Space Management Plan.

6.1.1 Statement of Landscape Intent Explanation

A Statement of Landscape Intent indicates the broad scale resolution of landscape design issues, and assists in designing and assessing future Landscape Work associated with development. It is required where a proposed development may impact on the character, function, environment and amenity of a site and/or its surrounds.

When is it Required?

The Statement of Landscape Intent is required to accompany any application for a development permit for a Material Change of Use or Reconfiguring a Lot application (to accompany Plan of Development or Concept Plan) where required by the Planning Scheme or by a request for information. The Statement of Landscape Intent may be in some cases approved, if acceptable, as a Preliminary Approval for Operational Work – Landscape. Conditions of this approval will show the requirements for the Detailed Landscape Plan required for Operational Work – Landscape development permit.



Contents of Statement of Landscape Intent

A typical Statement of Landscape Intent identifies (but is not limited to) the following:

- a) existing features on the site to be retained or removed, eg. vegetation and built form;
- b) notations of design intent for any Landscape Work, including desired character themes and proposed function;
- c) proposed location and function of public and private open space areas;
- d) approximate location of softscape areas, including buffers, screens, major garden bed areas and delineation of hardscape areas;
- e) notation of species types for all areas to be replanted (eg. native, exotic, feature planting, form and colour);
- f) approximate location of any building/structure/site furniture, and an indication of their form, materials and colours (including entry statements);
- g) any significant overland drainage paths;
- h) open space design concepts, visual and pedestrian links; and
- i) Open Space Management Statement, if required in the following clause of this code (refer 6.3, below).

6.1.2 Detailed Landscape Plan

Explanation

A Detailed Landscape Plan provides detailed design drawings for all Landscape Work related to an Operational Work- Landscape application associated with a development proposal. This requirement only applies to Landscape Work where a development permit is required under the provisions of this Planning Scheme, or as required by a condition of another development permit.

When is it Required?

A Detailed Landscape Plan is to be submitted and approved for Operational Work - Landscape prior to the issue of an approval for building work or, where building work approval is not required, prior to the commencement of the development/use. Detailed Landscape Plans must comply with any preliminary Operational Work – Landscape approval documentation, such as the Statement of Landscape Intent.

Contents of Detailed Landscape Plan

The contents of a Detailed Landscape Plan must contain sufficient information to enable construction work and assessment by Council (Refer to **Planning Scheme Policy 13 – Part 2 – Landscape Works Documentation Manual** for further detailed information). A typical Detailed Landscape Plan is to include (but is not limited to) the following:

External Work Details:

- a) construction set out and dimensions, relative levels and contours;
- b) surface treatment, including planting areas, turf, hardscape, edge treatments and mounding; and
- c) building footprints, location and details of any fencing, footpaths, retaining walls, architectural screens/walls, gates, entry statements, seats, bollards, bins, lights, water features, pools, signage and irrigation.

Planting Plans:

- a) building footprints showing window and door locations, roof lines and awning lines;
- b) location of proposed species, notation and numbers of all species proposed, plant schedule;
- c) planting bed preparation details, including topsoil depths, mulch, subgrade preparation, details of planter boxes and podiums, fertilisers and irrigation; and
- d) maintenance period for Landscape Work.

Management of Public Open Space

Public open space areas are areas of land that will be transferred to Council as part of an open space contribution associated with a Material Change of Use or a Reconfiguring a Lot development permit. Management of public open space areas is critical during the construction phase, at the 'on' and 'off' maintenance phase and for their future ongoing sustainability.



6.1.3 Open Space Management Statement

Explanation

When planning and designing proposed public open space areas as part of the design development of the whole of the site, it may become apparent during the Site Survey and Analysis phase that there are particular elements (built or natural) associated with open space development that require consideration from a management perspective early in the design process. In these cases an Open Space Management Statement may be required to accompany a Statement of Landscape Intent. An Open Space Management Statement is a broad outline of the proposed methods and strategies for managing areas of open space during the construction phase, 'on' and 'off' maintenance, and future management requirements, and address elements such as:

- a) vegetation proposed to be retained, relocated or removed;
- b) water quality management including lake management;
- c) erosion control;
- d) sediment control;
- e) bushfire hazard management;
- f) proposed maintenance periods and levels of maintenance; and
- g) other issues, such as access and linkages to other areas of open space, as may have been identified during the design stage or in the Site Analysis.

When is it Required?

An Open Space Management Statement is submitted where required by the Planning Scheme, or in response to a request for information. If an Open Space Management Statement is required, it is to be submitted in most cases in conjunction with the Statement of Landscape Intent and, if acceptable, may be approved with the Statement of Landscape Intent as part of a Preliminary Operational Work – Landscape Approval associated with the Material Change of Use or Reconfiguring a Lot development permit.

Contents of Open Space Management Statement

A typical Open Space Management Statement is a written or graphically presented broad outline for managing open space areas during the construction phase, at the 'on' and 'off' maintenance phase, and for future management of elements such as:

- a) proposed area to be dedicated open space, contours and other topographical information pertaining to the site;
- b) sensitive vegetation and fauna, including habitats and corridors;
- c) water quality management, including lake management;
- d) erosion and sediment control management;
- e) bushfire hazard management;
- f) proposed level and length of maintenance periods; and
- g) other issues, such as access and linkages that may have been identified during the design stage or in the site analysis.

6.1.4 Open Space Management Plan

Explanation

The detailed design of any existing and/or proposed public open space areas may require an Open Space Management Plan to be prepared and submitted to Council. The Open Space Management Plan may be required where Council, or its delegate, considers that the nature of the open space requires detailed management issues to be clearly identified.

An Open Space Management Plan is the detailed identification of the management issues related to the open space areas, including:

- a) during the construction phase;
- b) the quality of the open space area when it comes 'on' and 'off' maintenance; and
- c) the future ongoing maintenance and management requirements of the open space.

When is it Required?

An Open Space Management Plan is required by the Planning Scheme as a condition of approval of a Material Change of Use, Reconfiguring a Lot development permit or a preliminary Operational Work – Landscape approval, or where Council, or its delegate, considers the nature of the open space requires detailed management.



Content of an Open Space Management Plan

A typical Open Space Management Plan is to include (but is not limited to):

- a) Management of Open Space Areas during the Construction Phase:
 - a) delineation of proposed public open space areas;
 - b) protection measures for vegetation to be retained or relocated;
 - c) location and details of all proposed on-site sediment and erosion control methods;
 - d) methods and details of disposal of vegetation approved for removal;
 - e) details of protection or translocation of any fauna on-site (where appropriate);
 - f) temporary fire hazard mitigation measures, eg. fire trails, water storage facilities (only where appropriate – information can be drawn from any Bushfire Management Plan undertaken for the whole site);
 - g) details of methods for maintaining appropriate water quality (if appropriate);
 - h) location and details of storage of materials and storage compound for machinery on-site;
 - i) location and details of temporary access for vehicles and site construction personnel;
 - j) access/protection to any infrastructure services by others;
 - k) location and details of any enclosures, including boundaries;
 - l) methods of control of declared plants and recognised environmental weeds;
 - m) maintenance periods; and
 - n) other issues as previously identified in the site analysis and design process.
- b) Quality of Open Space Areas at 'On' and 'Off' Maintenance

Council requires that all open space areas at 'on' and 'off' maintenance are of a standard that can be easily maintained and will not require additional work to be undertaken to bring these areas up to an acceptable standard by Council at 'off' maintenance. Elements that need to be addressed are the:

 - a) standard and quality of grassed areas;
 - b) cleaning of any silt deposition;
 - c) standard of any planting areas, including retained vegetation areas, rehabilitation areas and garden areas;
 - d) condition of any permanent infrastructure, such as irrigation, on-site sediment and erosion control devices, hard surfacing;
 - e) condition of any park facilities or play equipment;
 - f) rubbish and site debris removal;
 - g) standard to be achieved with regard to declared plants and recognised environmental weeds; and
 - h) standard of fire hazard mitigation measures (fire trails and water storage facilities).
- c) Ongoing Management/Maintenance Regimes for Open Space Areas

The purpose of including ongoing maintenance and management regimes is to provide Council with a clear indication of possible future management issues that will need to be addressed in order to provide appropriate resources to maintain the areas to the required standard. This part of the Open Space Management Plan should be developed as a stand-alone document, or summary of undertakings, to assist Council in determining maintenance programs and costs. This is required to cover the following matters:

 - a) identification of the purpose of the open space area, including objectives for future use;
 - b) details of actions for each proposed open space area;
 - c) future management and maintenance regimes for protection of significant vegetation areas, ecological systems, waterways and fauna;
 - d) future management of bush fire hazard (only where appropriate);
 - e) management of domestic farm/feral animals (if appropriate);
 - f) tree management procedures;
 - g) future management and maintenance regimes for sediment and erosion control devices, and irrigation;
 - h) proposed future need for infrastructure, including public facilities;
 - i) maintenance of built form and hard surfacing;
 - j) management and control of declared plants and recognised environmental weeds; and
 - k) management of rubbish.

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6.0 M38 INDUSTRIAL ESTATE PLACE CODE DEVELOPMENT REQUIREMENTS

6.1 *PURPOSE*

The M38 Industrial Estate Place Code seeks to ensure that the scale and intensity of development including the impact, design and appearance of industrial development for this land is consistent with the role of the site and the YEA as a regionally significant location for industrial development. These provisions also aim to ensure that the intent of the Place Code is followed and high standards of urban design and architecture are promoted.

6.2 *APPLICATION*

This Code applies to all identified forms of development taking place within the Place Code area as nominated within the M38 Industrial Estate Land Use Classification Plan.

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6.3 DEVELOPMENT REQUIREMENTS

M38 INDUSTRIAL ESTATE PLACE CODE

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	DOES THE PROPOSAL MEET THE ACCEPTABLE SOLUTION? If not justify how the proposal meets the performance criteria
DEVELOPMENT THAT IS SELF ASSESSABLE, CODE ASSESSABLE OR IMPACTASSESSABLE		
BUILDING HEIGHT		
PC1 The height of buildings is to be consistent with the role of the site as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS1 The building has a maximum of 15 metres.	PC1 COMPLIES The proposed building height will be a total of approximately 15.3m, only just over the prescribed building height. The minor exceedance of the acceptable solution is considered to maintain with the surrounding industrial character of the area and increased setbacks ensuring management of bulk visual form and no risk of over shadowing.
ACCOMMODATION DENSITY		
PC2 Accommodation density must be consistent with the predominant character of the YEA as an industrial location. Accordingly, very low residential densities are envisaged for the LAP area.	AS2 The maximum dwelling density does not exceed one dwelling per lot.	AS2 NOT APPLICABLE The development does not propose a dwelling.
SITE COVERAGE		
PC3 The site coverage of development shall be in accordance with the open space landscape character of the YEA.	AS3 Precinct A, B & C: The maximum site coverageshall not exceed 70%. Precinct D: The maximum site coverage shallnot exceed 10%.	AS3 COMPLIES The proposed development has a site coverage of 43.1%
BUILDING SETBACK		
PC4 The layout of buildings, structures and activities achieves an attractive and orderly appearance where development is visible from the public domain. A good standard of visual amenity isachieved through generous building setbacks andhigh quality landscaping.	Precinct A AS4.1 Buildings are set back from frontages: a) 5 metres from the primary frontage; b) (i) 6 metres from the Stapylton Jacobs wellRoad frontage; (ii) 1.5 metres from the secondary frontage; and c) 10 metres from the western boundaryadjoining the existing residential uses. Precincts B, C & D AS4.2 Buildings are set back from frontages: a) 5 metres from the primary frontage; and b) 1.5 metres from the secondary frontage. AS4.3 Where the site adjoins a public open space area the building or structure is setback a minimum of three meters from the common boundary with thepublic open space, and the setback area includes; a) a landscape buffer strip a minimum	AS4.1 NOT APPLICABLE The subject site is not located within Precinct A. AS4.2 COMPLIES The subject site is located within Precinct B and proposes the following setbacks: • 10.03 metres from Coastlink Court, being the primary frontage. • 32 metres from the southern boundary. • A minimum of 5 metres from both the eastern and western boundaries

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	width of two metres; and b) fencing of the common boundary between the private lot and public open space. AS4.4 Buildings shall be setback 50 metres from the adjoining property boundary of the 'Stapylton Landfill'. The 50 metres shall be inclusive of the vegetated buffer area adjoining the eastern property boundary.	
BOUNDARY FENCING		
PC5 The erection of boundary fencing is undertaken in a manner that promotes an attractive streetscape and is responsive to the intended purpose of the fencing.	AS5.1 The design of front boundary fencing is conducive to the establishment of an attractive streetscape and is generally in accordance with the design measures outlined in Figure to AS5.1 included in this code. Generally speaking, design features or strategies such as transparency or landscape buffering should be utilised to soften the effect of front boundary fencing. Solid fencing exceeding 1.5 metres in height should only be established where required for acoustic attenuation purposes. AS5.2 The height of side and rear boundary fencing, where not required for acoustic attenuation purposes, does not exceed a height of two metres. Due to the general low visibility of this fencing, there is no requirement for this fencing to be transparent or landscaped.	AS5.1 COMPLIES Palisade fencing is proposed along road frontages, setback within landscaped areas. AS5.2 COMPLIES Side and rear fencing is not proposed to exceed two metres.
DESIGN OF DEVELOPMENT NEAR MAJOR ROADS		
PC6 Those developments visible from, or facing Stapylton-Jacobs Well Road must exhibit a high standard of architectural presentation.	AS6 Facades visible from, or facing Stapylton-Jacobs Well Road are designed to incorporate: - materials such as glass, brick and coloured/textured block work (standard concrete block should not be used). If metal cladding is used, it should be pre-coated in an appropriate colour and have some form of relief; - relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided); - horizontal/vertical articulation of walls at least at 15 metre intervals; 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration; - other features which contribute to an interesting and attractive appearance These design features are to be applied to the main facade facing the relevant road, as well as along a brief return or the full length of side walls.	COMPLIES WITH AS6 The proposed development seeks to create a visually interesting façade facing Coastlink Court that is consistent with the remainder of the estate. Key design elements include: - varying materials used, including painted concrete, powder coated metal and glass; - suitable tones and finishes; - articulation provided by way of windows and balconies along the frontage.
VEHICULAR CROSSINGS		
PC7 Vehicular crossings associated with the development must be designed and constructed	AS7 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	AS7 COMPLIES

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to ensure: a) A safe footpath environment; b) Safe vehicular access to the property; c) Appropriate hydraulic performance of the stormwater infrastructure; d) No damage to vehicle or road infrastructure; e) Minimal loss of on-street parking spaces; - and f) Continued amenity of the neighbourhood.		
VEHICULAR PARKING		
PC8 On-site vehicle parking is provided to meet expected demand, having regard to: a) The size of the proposed workforce; b) The likely number of visitors to the site; c) The likely size and number of service and transport vehicles to be on the site at any one time; d) On-site parking and loading/unloading activities within sites; e) The availability of conveniently located on-street parking; f) Any possible future expansion, redevelopment or change of use.	AS8.1.1 The number of car parking spaces provided on-site generally meets the standards set out in the Constraint Code 4 - Car Parking, Access and Transport Integration in the Gold Coast City Planning Scheme (version 1.1 Amended January 2007); OR AS8.1.2 The number of car parking spaces provided on-site is generally in accordance with Table to Acceptable Solutions AS8.1.2. AS8.2 For multi-unit or multi-use developments, the total car parking provided is an aggregate of the standard parking required for each individual unit and/or component use. AS8.3 A lesser provision may be acceptable where it can be demonstrated, to Council's satisfaction, that the parking needs of a particular development will be adequately met. Where less than the standard amount of parking is provided, the left over space is retained as landscaped open space and placed so as to be suited to ready conversion to additional parking, should the use of the site change and/or the actual car parking demand rise	AS8.1.1 COMPLIES The development proposes 231 total car parks which exceeds the requirements set in Table to Acceptable Solutions AS8.1.2.
ENVIRONMENTAL MANAGEMENT		
PC9 The environmental mitigation methods for the development as detailed within the Environmental Management Plan must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area having regard, but not limited to the impact of noise, hours of operation, visual amenity,	AS9 For development located within Precinct C an Environmental Management Plan (EMP) has been prepared and approved by Council and the development complies with the requirements of the EMP. The EMP is to be prepared in accordance with the Planning Scheme Policy 10 – Guidelines for Preparing Management Plans and Plans of Development.	NOT APPLICABLE The subject site is located within Precinct B.

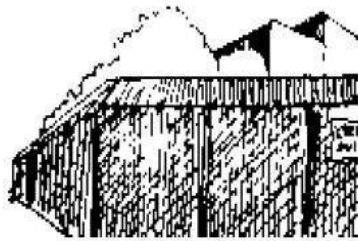
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odour, emissions and dust.		
REFUSE FACILITIES		
PC10 Refuse facilities must be provided on site to service the needs of the development.	AS10.1 A Provision is made for the storage of refuse on site and access for the removal of refuse in accordance with "Solid Waste Management Policy for New Developments"; AS10.2 The refuse storage area is not less than three metres to the frontage of the site and not less than 1.5 metres from any other site boundary; AS10.3 The refuse storage area is enclosed on three sides, with a screen wall extending 0.2 metres above the height of the refuse receptacles; and AS10.4 The refuse storage area is effectively screened from view with landscaping	AS10.1 COMPLIES The bin enclosure is located on the eastern side of the proposed building to enable coordinated use of the proposed manoeuvring area on the subject site. Ample capacity is provided for the proposed use. AS10.2 COMPLIES The proposed refuse storage area is located at a minimum of 20m setback from any boundary PC10 COMPLIES Refuse is provided to meet the needs of the development. The refuse enclosure is suitably sized and located to ensure the efficient storage and collection of waste. The storage point is enclosed on all sides and located behind the building to ensure visual amenity is maintained. AS10.3 COMPLIES The proposed refuse storage area is enclosed on all sides, 0.2m above the height of the refuse receptacles. AS10.4 COMPLIES The refuse storage area is screened from view by the proposed building.
BUILDING DESIGN		
PC11 All buildings within Precinct A must be acoustically treated, to minimise nuisance to the adjoining and surrounding residential development.	AS11 The building design and construction of development with Precinct A shall be in accordance with approved Acoustic Report prepared by TTM Group dated 20 April 2011 (reference: 33418 R03).	AS11 NOT APPLICABLE The subject site is not located within Precinct A.
HOURS OF OPERATION		
PC12 All activities within Precinct A must be undertaken within appropriate hours, to minimise nuisance to the adjoining and surrounding residential development.	AS12 The hours of operation and the delivery and collection activities for development within Precinct A are restricted to between 7.00am and 8.00pm Monday to Friday, or to the satisfaction of the Chief Executive Officer.	AS12 NOT APPLICABLE The subject site is not located within Precinct A.
DEVELOPMENT THAT IS CODE ASSESSABLE OR IMPACT ASSESSABLE		
Not applicable – the development is accepted to code assessable and only requires assessment against those items above.		

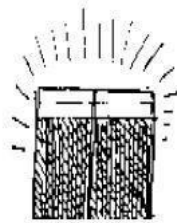
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Figure to Acceptable Solution AS5.1

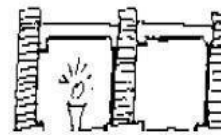
Negative Fences



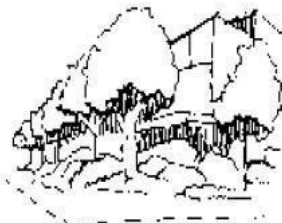
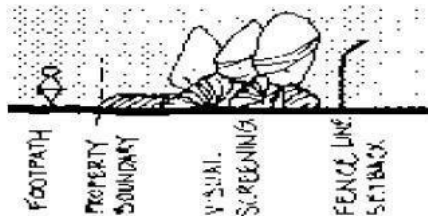
High security fencing on street alignment dominated streetscape.



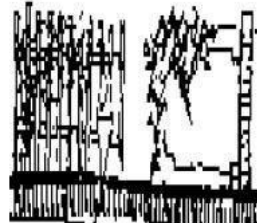
Chain fencing has a prison-like effect and is highly reflective. Height barriers can be visually intrusive.



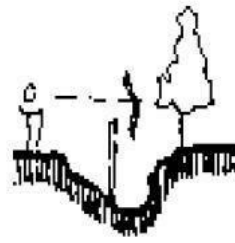
Positive Fences



Unattractive fencing should be placed inside the front alignment and planted out.



Palisade of pickets set close together with horizontal rails that climbers might use. Solid masonry fence supporting vine.



Obtrusive fence placed in a swale to minimise visual impact.

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Table to Acceptable Solutions AS8.1.2

COLUMN 1	COLUMN 2
This table sets out the minimum number of car parking spaces required according to the use of the land. For each Material Change of Use, listed in Column 1, the minimum number of car parking spaces to be provided is listed in Column 2. Where the number of car spaces calculated, using Column 2, is not a whole number, the number of car parking spaces required shall be the next higher whole number.	
Warehouse	Two (2) spaces per tenancy or lot, plus one (1) space per 50m ² of GFA up to 500m ² , plus one (1) space per 100m ² of GFA over 500m ² .
All other Uses	Two (2) spaces per tenancy or lot, plus one (1) space per 50m ² of GFA up to 500m ² , plus one (1) space per 100m ² of GFA over 500m ² .

Table to Acceptable Solutions AS41.4

Note:- b) Type/Class as defined in, AS2890.3 Parking facilities – Part 3: Bicycle Parking Facilities			
Land Use	Long and Medium Term Bicycle Parking Spaces (Type/Class 1)	Short Term Bicycle Parking Spaces (Type/Class 3)	Additional End-of-Trip Facilities
Service Industry	1 per 400m ² GFA when within 800m to a light rail station otherwise, 1 per 800m ² GFA	1 per 200m ² GFA	No
Industry	1 per 150m ² GFA	N/A	No
Showroom	1 per 800m ² GFA	1 per 200m ² GFA	No
Warehouse	1 per 800m ² GFA	N/A	No
Any other land use	As determined by Council		

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO1 The subject site is only accessible via local roads, therefore will not have any significant impact on safety of the state-controlled road users.
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO2 The proposed development will not result in direct impacts to integrity or degradation of the state-controlled road network nor any road transport infrastructure.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO3 The proposed development will not contribute to net worsening of the state-controlled road networks operating performance.
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO4 Traffic is direct to and from the subject site via local roads exclusively.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	NOT APPLICABLE The proposed use does not seek to undertake haulage exceeding 10,000t annually.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	COMPLIES IWHT PO6 No new railway level crossing is required for this development.
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	COMPLIES WITH PO7 The subject site is not located near an existing railway crossing and will therefore not impact on it.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	COMPLIES WITH PO8 The subject site is not located near an existing railway crossing and will therefore not impact on the safety of it.

Performance outcomes	Acceptable outcomes	Response
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	COMPLIES WITH PO9 The subject site is not located near an existing railway crossing and will therefore not cause any queuing in a crossing. Further on-site circulation is possible within the carparking areas.
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	COMPLIES WITH PO10 The subject site is not located in proximity of a railway corridor and will therefore not create a hazard within the corridor
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	COMPLIES WITH PO11 The subject site is not located in proximity of railway transport infrastructure and therefore will not affect operating performance of the railway.
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO12 The subject site is not located in proximity of railway transport infrastructure and therefore is unlikely to interfere or impact on related infrastructure.
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO11 The subject site is not located in proximity of railway transport infrastructure and therefore will not impact on physical condition or integrity of the corridor.
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO14 The Vantage Industrial Estate, which this proposed development is located within, is subject to an approved Stormwater Management Plan which seeks to appropriately manage the stormwater of the entire estate without impact on any state-controlled transport infrastructure.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO15 The Vantage Industrial Estate, which this proposed development is located within, is subject to an approved stormwater Management Plan which seeks to appropriately manage the stormwater of the entire estate without impact on any state-controlled transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO16 The Vantage Industrial Estate, which this proposed development is located within, is subject to an approved Stormwater Management Plan which seeks to appropriately manage the stormwater of the entire estate without impact on any state-controlled transport infrastructure.
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure. AND AO17.2 Development does not concentrate flows to a state transport corridor. AND AO17.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.	COMPLIES WITH PO14 All stormwater related to the use will be lawfully discharged as per the approved Stormwater Management Plan over the entirety of the Vantage Industrial Estate.
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure	<i>For a state-controlled road or road transport infrastructure, all of the following apply:</i> AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor. AND	NOT APPLICABLE The subject site is not impacted by any mapped flood hazard.

Performance outcomes	Acceptable outcomes	Response
	AO18.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor. AND AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor. <i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i>	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor .	<i>For a state-controlled road environment, both of the following apply:</i> AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge. AND AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor. <i>For a railway environment both of the following apply:</i> AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site.	COMPLIES WITH AO19.1 – AO19.4 Drainage infrastructure is contained entirely within the Vantage industrial estate and can be maintained via the local roads within.

Performance outcomes	Acceptable outcomes	Response
	AND AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor.	
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	NOT APPLICABLE No drainage infrastructure is proposed within or in association with any state-controlled infrastructure.
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO21 The subject site was not mapped as intersecting any proposed planned upgrades of state-controlled infrastructure.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	COMPLIES WITH PO22 The proposed development will not result in damage to or interference with public passenger transport infrastructure or services. Active transport infrastructure will be maintained adjacent to the site.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO23 The proposed development will be constructed in accordance with relevant standards and requirements, including any vehicular crossings. Further, as the development is located within an industrial estate, it is unlikely the proposal will impact on any public transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
		All existing active transport infrastructure, such as footpaths, will be maintained as a result of this development.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO24 The proposed development will be constructed in accordance with relevant standards and requirements, including any vehicular crossings. Further, as the development is located within an industrial estate, it is unlikely the proposal will impact on any public transport infrastructure. All existing active transport infrastructure, such as footpaths, will be maintained as a result of this development.
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO25 The proposed development will be constructed in accordance with relevant standards and requirements, including any vehicular crossings. Further, as the development is located within an industrial estate, it is unlikely the proposal will impact on any public transport infrastructure. All existing active transport infrastructure, such as footpaths, will be maintained as a result of this development.
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	NOT APPLICABLE The development is not required to upgrade or provide new public or active transport infrastructure.
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.	NOT APPLICABLE The development is not required to upgrade or provide new public or active transport infrastructure.
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active	No acceptable outcome is prescribed.	NOT APPLICABLE

Performance outcomes	Acceptable outcomes	Response
transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services .		The development is not required to upgrade or provide new public or active transport infrastructure.
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services .	AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	NOT APPLICABLE No new roads, or modified road networks are required as a result of the proposed development.
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO30 Although there is no public transport infrastructure in proximity of the subject site, the development will maintain effective and efficient

Performance outcomes	Acceptable outcomes	Response
		access to active transport infrastructure, being the footpaths throughout the estate.
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	COMPLIES WITH PO31 The development provides for on-site circulation.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	NOT APPLICABLE No taxi demand is likely to be generated by the use, as such no provisions are proposed.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	NOT APPLICABLE The proposed use is unlikely to generate demand for booked hire services therefore no provisions have been made for these.
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND AO34.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	NOT APPLICABLE The use is not for a taxi facility.

Performance outcomes	Acceptable outcomes	Response
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services , pedestrian and cyclist access and active transport infrastructure .	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	NOT APPLICABLE The proposal does not include any aspect of Educational establishment.



Part 7 Codes

Division 2 Specific Development Codes

Chapter 39 Works for Infrastructure

1.0 Purpose

This code seeks to ensure that all works for infrastructure, including roads, stormwater drainage and the provision of public utilities and services including sewerage reticulation, water supply reticulation, electricity and street lighting, reticulated gas and ancillary works are provided with best management land development practices in accordance with **Planning Scheme Policy 11 – Land Development Guidelines**.

This code also seeks to promote development that is more sustainable. This is to be facilitated through the design and provision of water and sewerage infrastructure to and within allotments that:

- reduces consumption of potable water by implementing measures that enable the sustainable use of recyclable water for non-potable uses;
- is cost effective over its life cycle; and
- minimises the potential for stormwater and ground water to enter the City's wastewater system.

2.0 Application

- 2.1 This code applies to development indicated as code assessable by the Table of Development in the domain or Local Area Plan (LAP), within which the development is proposed.
- 2.2 The provisions of this code apply to the life of any development, as well as to the construction period of the development. All information required to support an application, including engineering analyses, calculations, reports and drawings, shall be in accordance with **Planning Scheme Policy 11 – Land Development Guidelines**.
- 2.3 Performance Criteria PC1-PC11 apply to all code and impact assessable development subject to this code.

3.0 Development Requirements

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
Development that is Code Assessable or Impact Assessable			
Road Design and Construction			
PC1 All roads must be designed and constructed to address connectivity, functionality, safety and serviceability of the road network and to ensure a functional road hierarchy.	AS1 The road is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	NOT APPLICABLE No new roads are proposed.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
Stormwater Drainage Design and Management			
PC2 Stormwater drainage design and construction must: a) integrate hydrologic and hydraulic elements; b) demonstrate a feasible and functional drainage system; and c) not cause adverse stormwater drainage impacts on areas external and internal to the site.	AS2.1 Stormwater drainage system is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines. AS2.2 The stormwater drainage system connects to a legal point of discharge.	COMPLIES WITH AS2.1/2.2 The proposed development adheres to an approved stormwater management plan already constructed as part of Stage 1 of the Vantage estate.	
Street Lighting			
PC3 Street lighting must be provided to enhance safety and amenity of pedestrians and to improve traffic operations at intersections and hazardous locations.	AS3 Street lighting is designed and located in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	COMPLIES WITH AS3 – Existing Street lighting will be retained.	
Water Supply Reticulation Design			
PC4 Water supply reticulation must be provided to convey potable water to all properties with adequate quality, pressure and volume of flow for household and fire fighting purposes. (Except properties in the Rural and Conservation Domain).	AS4 Water supply reticulation is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	COMPLIES WITH AS4 – The proposed development will connect to available water supply within the adjacent road.	
Sewerage Reticulation Design			
PC5 Sewerage reticulation must be provided to ensure adequate quality, having regard to health and environmental issues relating to the provision of sewer infrastructure.	AS5 Sewerage reticulation is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	COMPLIES WITH AS5 – The proposed development will connect to available sewer network within the adjacent road.	
Open Space Design			
PC6 Open space areas must be designed to an	AS6 Open space areas are designed and	NOT APPLICABLE The development does not include any	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
appropriate standard, having regard to their intended recreational and environmental values	embellished in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	aspects for Open Space.	
Off Street Vehicle Parking			
PC7 Car parking areas must be located and designed to encourage their use in preference to on street parking, having regard to relative walking distances and visibility from the road.	AS7 Car parking areas area located and designed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	COMPLIES WITH AS7 The proposed development provides car parking areas in accordance with PSP11.	
Driveways			
PC8 Driveways must be designed to ensure convenient access of vehicle to road, including manoeuvring of heavy vehicles and service vehicles.	AS8 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	COMPLIES WITH AS8 The proposed driveways are designed and constructed accordingly, and provide convenient, unobstructed access for all relevant vehicle types.	
Developer Infrastructure Contributions			
PC9 Infrastructure developer contributions must be provided in accordance with the Priority Infrastructure Plan.	AS9 No Acceptable Solution provided.	COMPLIES WITH PC9 Infrastructure contributions will be paid in accordance with the current charges regime.	
PC10 For premises identified on Overlay Map OM25 – Future Water Innovations as being within the Pimpama-Coomera Water Future Master Plan Area, a dual water reticulation system must be provided to enable future conveyance to the development of recycled water for non-potable uses in addition to the conveyance of potable water.	AS10.1 A dual water reticulation system is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines . AS10.2 The development is connected to Council's potable water and recycled water supply reticulation systems at any points nominated by Council.	NOT APPLICABLE Dual reticulated water is not proposed.	
PC11 For premises identified on Overlay Map OM25 – Future Water Innovations as being	AS11 Reduced infiltration gravity sewers are designed and constructed in accordance with	NOT APPLICABLE Subject site not identified on Overlay Map OM25.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
within the Pimpama-Coomera Water Future Master Plan Area, sewerage infrastructure must be designed to minimise inflow and infiltration.	the relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .		