

Section 2
SUPPORTING DOCUMENTS





zone
Planning Group

Planning Assessment Report

DEVELOPMENT PERMIT
Material Change of Use for Industry

Prepared for VPH07 PTY LTD A.C.N. 690 603 591

February 2026
Q25388

1 Highland Street,
Yatala





This Report was prepared by



Zone Planning QLD Pty Ltd
ABN 13 660 561 704

1638 Tweed Street
BURLEIGH HEADS QLD 4220

PO Box 3805
BURLEIGH TOWN QLD 4220

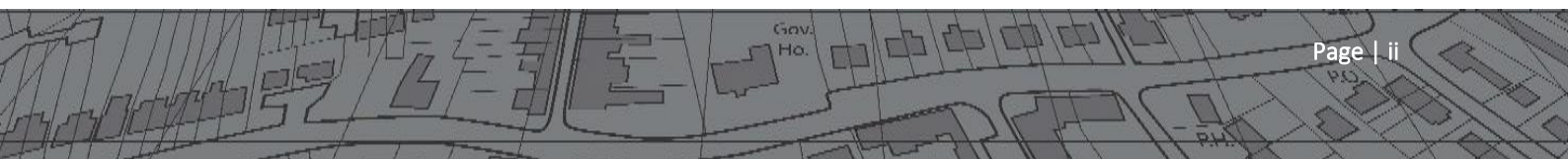
07 5562 2303

admin@zoneplanning.com.au
www.zoneplanning.com.au

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Project Team

TOWN PLANNER		Andre Sultan / David Geyer 07 5562 2303 asultan@zoneplanning.com.au
DESIGNER		Josh Wotton 0403 495 645 josh@victo.com.au
LANDSCAPE ARCHITECT		Jamie Speeding 0434 047 903 jamie@studio8cd.com.au
CIVIL ENGINEER		Richard Leonard 0414 888 321 r.leonard@claconsultants.com.au



Executive Summary

Aspects of Development

TYPE OF DEVELOPMENT	LEVEL OF ASSESSMENT	APPROVAL SOUGHT
Material Change of Use	Code Assessment	Development Permit

Overview of Application

Zone Planning QLD, on behalf of VPH07 Pty Ltd ('the Applicant'), seeks development approval for a Material Change of Use for an Industry development on land at 1 Highlands Street, Stapylton and more formally currently described as Lot 304 on SP329491 (the 'subject site'). Specifically, the development will take place on future Lot 304 once Development Permit COM/2023/82 has been completed and titles are registered. The estate is known as the 'Vantage Industrial Estate'.

The subject site forms part of the Vantage Industrial Estate which is subject to a Preliminary Approval (Variation Approval) being the M38 Industrial Estate Place Code. The Preliminary Approval associated with the Estate was most recently amended through Council Approval MIN/2023/64 on 17 May 2023. It is noted that only the Land Use Classification Plan and Staging Plan were amended via this Minor Change, with the M38 Development Code of the superseded Minor Change Approval MIN/2020/659 remaining relevant to all development. This documentation has been included within **Appendix 2**.

Pursuant to the aforementioned approval, developments within the M38 Industrial Park area are to be assessed against the assessment criteria specified within the M38 Industrial Estate Place Code and the corresponding codes of the '*Our Living City Gold Coast Planning Scheme 2003 Version 1.2 (Amended November 2011)*'. To the extent of any inconsistency between the M38 Industrial Estate Place Code and an applicable code under the planning scheme, the M38 Industrial Estate Place Code will prevail.

The site is located within Precinct B – General Impact Business and Industry within the Preliminary Approval and subject to Schedule 1 of the Code, development for an 'Industry' in the Precinct is listed as Self Assessable whereby the development is to comply with the relevant Acceptable Solutions of the prescribed Codes. Due to an alternate solution being sought for the rear boundary setback, type of service vehicle and overall supply of carparking, the level of assessment is elevated to Code Assessment and requires lodgement of a Development Application to Council.

This Report overviews the nature of the proposal and provides an assessment of the proposal against the requirements of the relevant statutory planning documents. The development has been assessed against the provisions of all relevant benchmarks and whilst some relatively minor alternative outcomes have been proposed, these have been fully justified and demonstrated to nonetheless satisfy the relevant assessment benchmarks identified as part of the bounded assessment.

In summary, the proposed development is considered to create a built for purpose industrial development that represents a suitable development within the Vantage Industrial Estate. It is therefore requested that the application be approved subject to reasonable and relevant conditions.



1.0 Site & Surrounding Environment

1.1 Site & Application Details

Table 1: Site & Application Details

Address	1 Highlands Street, Yatala QLD 4207
Real Property Description	Lot 304 SP329491
Site Area	7,564m ²
Landowner & Applicant	VPH07 Pty Ltd (A.C.N. 690 603 591)
Applicant Contact Details	C/- Zone Planning QLD - Andre Sultan 07 5562 2303 asultan@zoneplanning.com.au
Local Government	City of Gold Coast
SEQ Regional Plan Designation	Urban Footprint
Planning Scheme	Our Living City Gold Coast Planning Scheme 2003 Version 1.2 (Amended November 2011)
Preliminary Approval Zone	Precinct B - General Impact Business and Industry

1.2 Site Characteristics

The subject site forms part of the M38 Industrial Estate which is subject to a Preliminary Approval (Variation Approval). The Preliminary Approval associated with the Estate was most recently amended on 17 May 2023 through MIN/2020/659. Further discussion on the background and relevant approvals has been incorporated within Section 2.1 below.

The future lot (Lot 304) will have an approximate site area of 7,564m² and is included within Precinct B – General Impact Business and Industry. Application details have been included in the following table with the site's location within the Preliminary Approval and a recent aerial of the site shown in **Figures 2 & 3** overleaf.

Table 2: Site Location & Characteristics

Topography	The subject lot is relatively level with completed earthworks undertaken as part of the parent subdivision. It is noted that there will be an established 1:2 batter located along the rear boundary of the site.
Vegetation & Waterways	The site does not contain any vegetation or mapped waterways having been cleared as part of the master lot subdivision.
Availability of Services	The site is to be serviced by all reticulated urban infrastructure. It is noted that there will be an established bio basin and detention zone located in the eastern corner of the site upon title registration.
Allotment Dimensions	The subject site will be of a long, elongated and relatively irregular configuration with a 260m long frontage to Christensen Road South and an irregular rear boundary length of approximately 219m.



Current Use & Improvements

The site is currently vacant and has been cleared as part of the original Preliminary Approval.

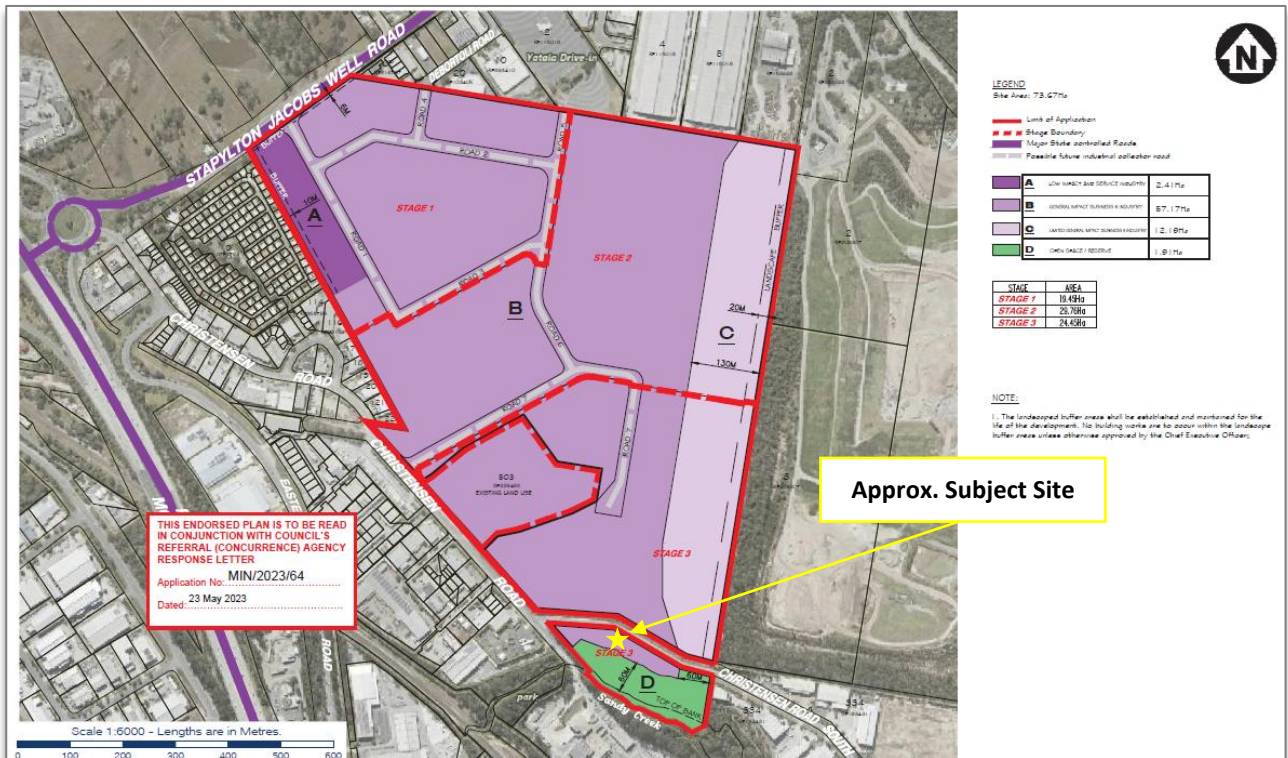


Figure 1: Subject Site on Approved Plan of Development



Figure 2: Aerial Photograph of Site – Image Date 23 August 2025 (Source: Nearmap)



1.3 Site Surrounds

The subject site is located within Stage 3 of the Vantage Industrial Estate and is surrounded by complementary industrial land uses which have been established through earlier stages of the estate.

With the subject site being one of the last remaining lots of the estate, the surrounding area is expected to be fulfill its approved potential for a range of different industrial uses as contemplated by the Preliminary Approval. A detailed summary of the immediately surrounding developments is summarised in **Table 3** below.

Table 3: Site Surrounds

NORTH	To the immediate north of the future lot is Christensen Road South, which forms as the primary access corridor for the subject site. Further north are earlier stages of the Vantage Industrial Estate.
EAST	To the east of the site is a continuation of industrial land uses and the Stapylton Land Fill.
WEST	Immediately west of the site is Christensen Road. Further west is continued industrial land uses before reaching the railway corridor and Pacific Motorway.
SOUTH	To the immediate south of the site is future Lot 904 which will be a dedicated public open space lot as part of Stage 3 of the Vantage Industrial Estate. Further south are more industrial land uses and the railway corridor.

Figure 3 below provides a visual overview of the site and surrounds.

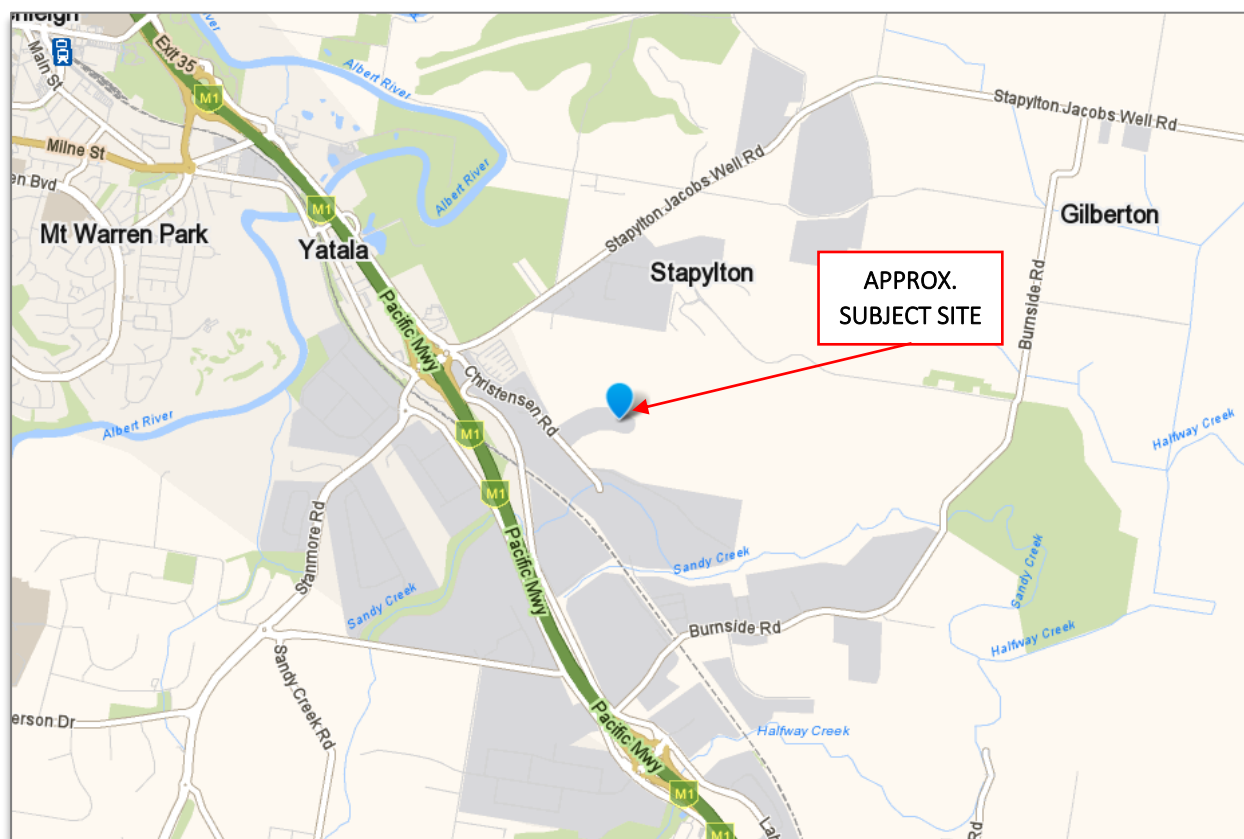


Figure 3: Locality Plan (Source: whereis.com)



2.0 Background

2.1 Previous Approvals

As outlined earlier in this Report, the subject site forms part of the Vantage Industrial Estate which is subject to a Preliminary Approval (Variation Approval) being the M38 Industrial Estate Place Code. The Preliminary Approval associated with the Estate was most recently amended through Council Approval MIN/2023/64 on 17 May 2023. It is noted that only the Land Use Classification Plan and Staging Plan were amended via this Minor Change, with the M38 Development Code of the superseded Minor Change Approval MIN/2020/659 remaining relevant to all development.

Pursuant to the aforementioned approval, developments within the M38 Industrial Park area are to be assessed against the assessment criteria specified within the M38 Industrial Estate Place Code and the corresponding codes of the 'Our Living City Gold Coast Planning Scheme 2003 Version 1.2 (Amended November 2011)'. To the extent of any inconsistency between the M38 Industrial Estate Place Code and an applicable code under the planning scheme, the M38 Industrial Estate Place Code will prevail.

As shown within **Figure 4** below, the site is located within Precinct B – General Impact Business and Industry.

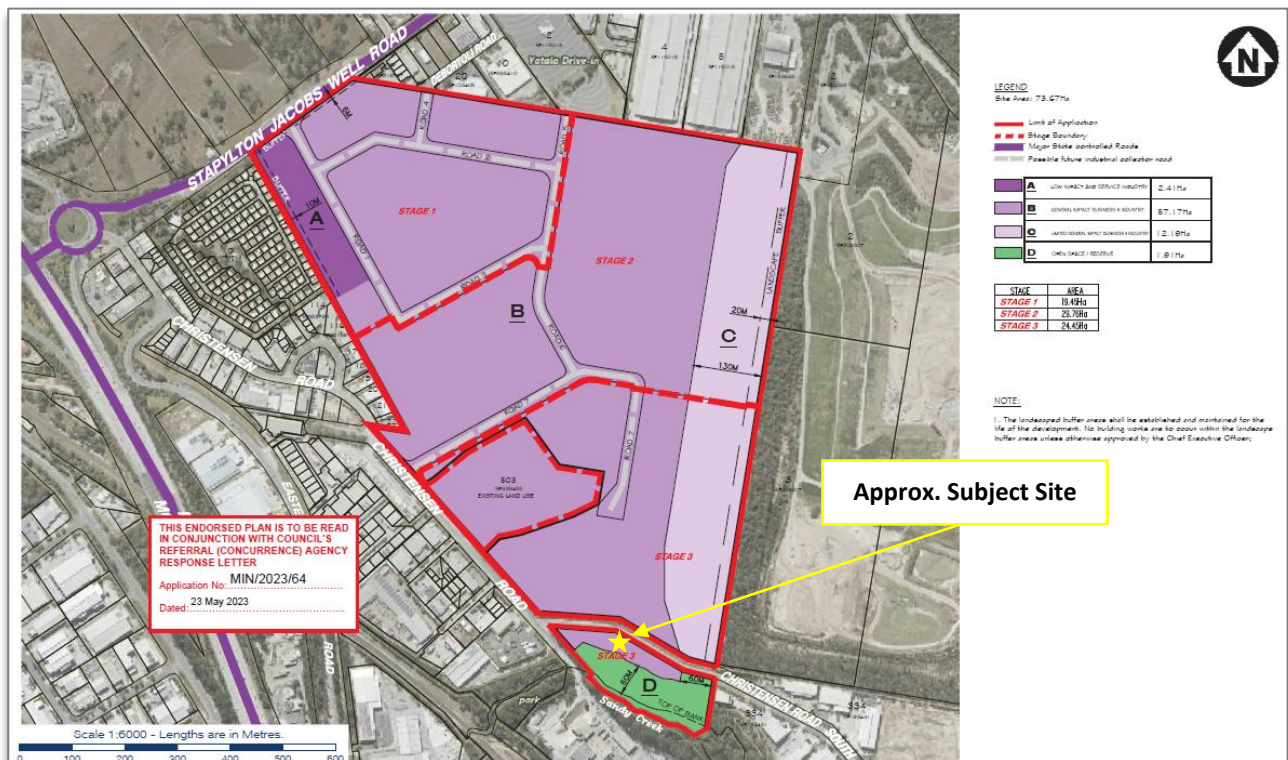


Figure 4: Approved Plan of Development – M38 Industrial Estate Place Code

Further to this, the most recent approved plan of subdivision to establish the subject site (Council Reference: COM/2023/82) was approved on 21 December 2023 and is shown overleaf in **Figure 5**.

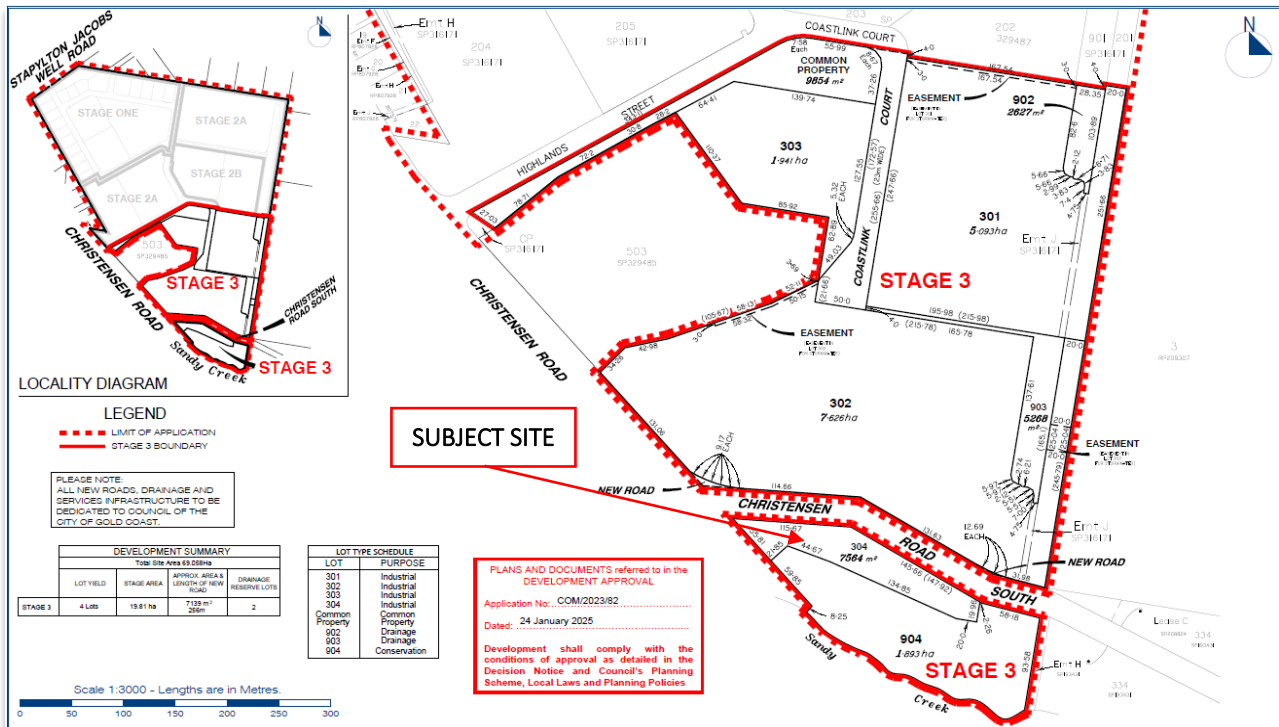


Figure 5: Approved Subdivision Plan – COM/2023/82

Given that the title for Lot 304 SP329491 has been registered, the proposal can commence operations once all conditions of approval have been fulfilled.

2.2 Prelodgement Meeting

Given the Code Assessable status and location of the proposal, it was not considered necessary to undertake a Prelodgement Meeting.



3.0 Proposed Development

3.1 Development Description

The proposed development will comprise of a single large industrial building with a total of 15 tenancies, each facing north towards Christensen Road South. Each tenancy is afforded an ancillary office area which will be for the on-site administration and logistics of same. A total of two vehicular crossovers is proposed to service the development, with 66 carparking spaces to be provided and shared across the development.

Figure 6 below shows the proposed development site plan, with Figure 7 illustrating the isometric view.

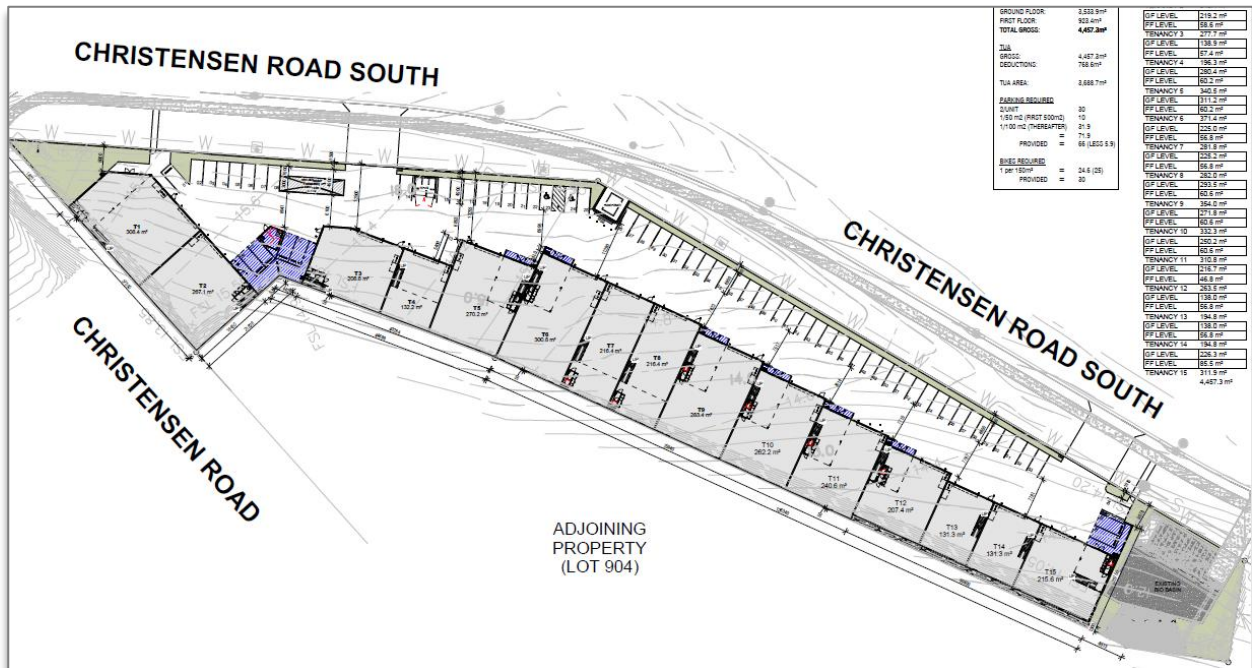


Figure 6: Extract of Site Plan (Source: Victo)



Figure 7: Isometric Views of Proposal (Source: Victo)



Of importance to note when considering the assessment of this building is that the final intended tenant has not been identified at this stage and the sought land use of *Industry* as per the 2003 Gold Coast Planning Scheme covers a range of industrial businesses that could be accommodated as part of this development.

3.2 Overview of Development Specifics

3.2.1 Building Height

The development proposes a maximum building height of 9.8m. Refer to **Section 3** of this submission for detailed Architectural Plans prepared by Victo.

3.2.2 Car Parking

As per the M38 Industrial Estate Code, an *Industry* use has a prescribed parking rates as follows:

- 2 spaces per tenancy plus 1 space per 50m² of GFA up to 500m² plus 1 space per 100m² of GFA over 500m².

A breakdown of the car parking calculation is provided below in **Table 4** below. It is important to note that the definition of GFA under the 2003 Gold Coast Planning Scheme aligns with that of the definition of TUA under the in force City Plan 2016. Therefore, the *GFA* for the purpose of car parking is taken to be the overall TUA.

Table 4: Car Parking Provision

PARKING RATES	FLOOR AREA	CAR PARKS PRESCRIBED	CAR PARKS PROVIDED
INDUSTRY			
2 spaces per tenancy plus 1 space per 50m ² of GFA up to 500m ² plus 1 space per 100m ² of GFA over 500m ²	3,688m ²	71.9 (72)	66
BICYCLE RATES	FLOOR AREA	BICYCLE PARKS PRESCRIBED	BICYCLE PARKS PROVIDED
INDUSTRY (Taken from Austroads Guide)			
1 per 150m ² TUA - Class 2 (Staff)	3,688m ²	24.6 (25)	30

As detailed above, the proposal has a shortfall of 6 carparking spaces across the entire development. This has been discussed further within Section 6.8 below.

3.2.3 Servicing

The proposal seeks to accommodate Heavy Rigid Vehicle's in lieu of the prescribed Articulated Vehicle's for an Industry development. The proposed tenancy sizes will not generate a demand for Articulated Vehicle access, even on an occasional basis. Whilst this results in a technical non-compliance with the Acceptable Outcome (AO), it is commonplace for developments of this scale and layout (smaller tenancies) to only require servicing by a smaller HRV or MRV truck. This has been discussed further within Section 6.8 below.

Accordingly, Heavy Rigid Vehicle servicing has been accommodated within the proposal with vehicle swept paths provided within **Section 4 – Specialist Reports**.



3.2.4 Landscaping

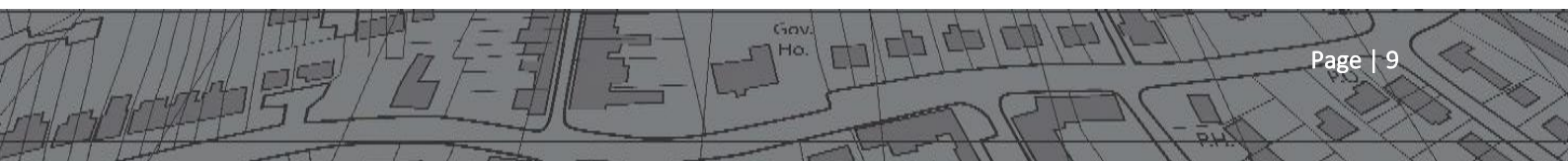
The development proposes a minimum 1.5m wide landscaping buffer along the road frontages of the subject lot, excluding vehicle and pedestrian access points.

It is noted that AS4.3 of the M38 Industrial Estate Code prescribes a 3m setback, of which, two meters is landscaping where a site adjoins a public open space area. As the rear of the site will adjoin future Lot 904, being a public open space lot, the M38 Development Code prescribes this landscaping treatment.

The development provides for 1m of landscaping to the rear of the development which has been discussed further within Section 6.8 below.

3.2.5 Stormwater Management

The development will connect to stormwater infrastructure being constructed throughout the industrial estate with a shared drainage reserve and bio basin having been previously approved as part of the former approvals.





4.0 Specialist Reports

The following technical or specialist reports have been submitted in support of the application and are provided in **Section 4** of the application submission:

SPECIALIST DOCUMENTATION	PREPARED BY
STATEMENT OF LANDSCAPE INTENT	Studio 8 Concept & Design
SWEPT PATH PLANS	CLA Consultants



5.0 Statutory Planning Framework – State Legislation

5.1 Planning Act 2016

This section provides an overview of the legislative context of the application under the provisions of the *Planning Act 2016* and associated *Planning Regulation 2017*.

5.1.1 Assessable Development

The proposed development is made assessable under section 45 of the *Planning Act 2016* by either Schedules 9 or 10 of the *Planning Regulation 2017* or a Local Government's Planning Scheme. Furthermore, given the Assessment Manager for the application is the Local Government, the application is required to be assessed against the assessment benchmarks identified within:

- The Regional Plan for the region and the State Planning Policy – Part E (to the extent that they are not identified within the Scheme);
- Any temporary State Planning Policy applying to the premises; or
- The Local Government's Planning Scheme.

5.1.2 Referral Agencies

The development has been reviewed in light of Schedule 10 of the *Planning Regulation 2017*. In this regard, there are no referral agencies applicable to the application. It should be noted that the site has been historically cleared of vegetation and levelled to remove existing waterways, therefore former vegetation of significance and waterways are no longer applicable to the site.

5.1.3 Public Notification

This application does not require public notification as it is subject to Code Assessment.

5.1.4 South East Queensland Regional Plan 2023

The subject site is contained within the Urban Footprint land use designation under the SEQ Regional Plan, *ShapingSEQ*, which broadly speaking, is intended to cater for the region's urban development needs until the year 2046.

The proposed development constitutes an urban activity which supports the intent of the Urban Footprint designation by providing further industrial supply to accommodate future population growth and economic development.

In summary, it is submitted that the proposed development outcome facilitates the achievement of and is therefore consistent with not only the intent of the Urban Footprint classification but associated goals, elements, strategies, and planning principles under the SEQ Regional Plan.

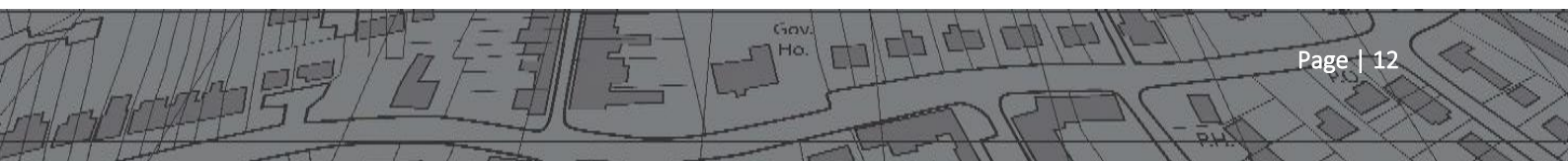


5.1.5 State Planning Policy

The SPP provides interim development assessment guidelines to ensure that State interests that are not yet appropriately integrated in local government planning schemes are properly considered in the assessment of development applications. The proposed development has been assessed against the State Planning Policy (SPP) July 2017 to ensure all relevant State interests have been considered in this application.

In the case of the Gold Coast City Plan 2016 (v12), State interests associated with the former July 2014 iteration of the SPP, excluding those relating to natural hazards (coastal erosion and storm tide inundation) were integrated into the Scheme. However, with the commencement of the *Planning Act 2016* on 3 July 2017 and associated introduction of the July 2017 version of the SPP, Gold Coast City Plan 2016 (v13) has not been updated to reflect the latest State interests, specifically in regard to the 'natural hazards, risk and resilience (coastal hazards), Biodiversity (Policy 2) and Water Quality (Policies 4 and 5)' themes.

Whilst the future subject lot is partially mapped as containing matters of environmental significance, these areas have been lawfully cleared as part of overarching approvals to establish the subject lot. Therefore, these interests are not relevant to the subject site and no further assessment is required.





6.0 Statutory Planning Framework – Local Legislation

This development application is to be assessed under the provisions of the M38 Industrial Estate Place Code and the *Our Living City Gold Coast Planning Scheme 2003 Version 1.2 (Amended November 2011)*. This section addresses the components of the Planning Scheme that apply to the proposed development.

6.1 Land Use Definition & Level of Assessment

The proposed development is defined as *Industry* pursuant to the *Our Living City Gold Coast Planning Scheme 2003 Version 1.2 (Amended November 2011)* as per the following:

Industry

Any premises used or intended for use that, in the course of any trade or business, involves the manufacture, production, processing, repair, or storage of any article, material or thing whether solid, liquid or gaseous.

This term includes any of the following ancillary activities, when carried out on the same land as the primary activity:

- *the storage of goods;*
- *the provision of amenities for employees and clientele;*
- *selling by wholesale goods resulting from the operation; and*
- *accounting or administration in connection with the operation, provided that this activity does not exceed 20% of the total use area.*

As outlined earlier in this Report, the site is located within Precinct B – General Impact Business and Industry within the Preliminary Approval and subject to Schedule 1 of the Code, development for an ‘Industry’ in the Precinct is listed as Self Assessable whereby the development is to comply with the relevant Acceptable Solutions of the prescribed Codes. Due to an alternate solution being sought for the rear boundary setback, type of service vehicle and overall supply of carparking, the level of assessment is elevated to Code Assessment and requires lodgement of a Development Application to Council.

6.2 Assessment Benchmarks

As per the s45(3) of the *Planning Act 2016*, a Code Assessable application and its assessment must give weight to the assessment benchmarks identified in a categorising instrument. Both the M38 Industrial Estate Code and the Gold Coast Planning Scheme 2003 act as categorising instruments in this instance.

Development Applications within the Vantage Industrial Estate are to be assessed against the assessment criteria specified in the *Gold Coast Planning Scheme 2003 Version 1.2 (Amended November 2011)* at the time of lodgement of the application and the M38 Industrial Estate Code. To the extent of any inconsistency between the Estate Code and an applicable code under the planning scheme, the Estate Code will prevail.



As per the interpretation of the Estate Code the assessment benchmarks identified for assessment include the following (see **Table 5**):

Table 5: Assessment Benchmarks

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	- Landscape Work - 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

Whilst the assessment benchmarks listed in the table above have been taken from the site in its entirety, most of the constraint codes are not applicable as they apply to the wider site and not the development area. This is further discussed in the following sections.

6.3 Place Code

6.3.1 M38 Industrial Estate Place Code

The subject site is included in the M38 Industrial Estate Place Code and specifically Precinct B – General Impact Business and Industry as illustrated in **Figure 8** below.

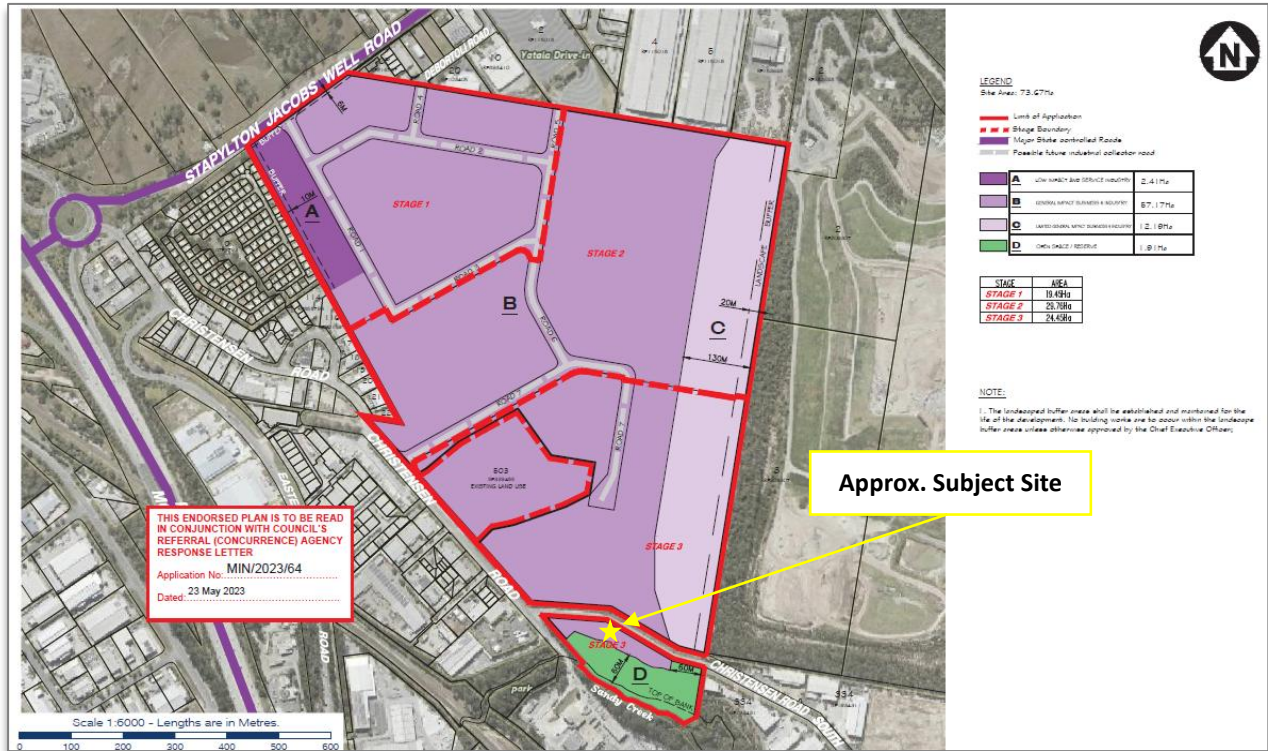


Figure 8: Approved Plan of Development – M38 Industrial Estate Place Code

Please refer to **Appendix 1** in addition to Section 6.8 below where the development has been assessed against the applicable assessment criteria for the Precinct noting the proposal's compliance in full with the relevant assessment provisions.

As previously mentioned, the proposal seeks for a Performance Outcome in regard to AS4.3 and AS8.1.2 of the Estate Place Code. This has been discussed in addition to the proposed service vehicle requirements within Section 6.8 below (service vehicle requirements are prescribed through the Car Parking, Access & Transport Integration Code).

6.4 Constraint Codes

The applicable Overlay Mapping and associated Constraint Codes applying to the site are summarised as follows. Please refer to **Appendix 1** for assessment of the development against the relevant Codes. The following summary of the relevant Codes is provided.

Table 6: Constraint Codes

CONSTRAINT CODES	RELEVANCE/COMMENT
Bushfire Management Areas	The Bushfire Management Overlay has not been updated to reflect the actual on-site conditions with approved tree clearing having occurred across most of the site. The proposal is for an industrial development that subject to the National Construction Code, does not require any specific bushfire design outcomes. Therefore, the Bushfire Management Areas Code has not been included for assessment.
Canals & Waterways	The proposed development area does not sit adjacent to a canal or waterway. Accordingly, the Canals and Waterways Constraint Code has not been included.



CONSTRAINT CODES	RELEVANCE/COMMENT
Car Parking, Access & Transport Integration	The proposal achieves compliance with the requirements of the code with exception to the required service vehicle. This has been discussed further within Section 6.8 below with compliance with the remaining assessment benchmarks details within the completed Code compliance template contained in Appendix 1 .
Cultural Heritage (Historic)	The development area is not identified as an area of cultural heritage. Accordingly, the constraint Code has not been included.
Cultural Heritage (Indigenous)	The development area is not identified as an area of cultural heritage. Accordingly, the constraint Code has not been included.
Flood Affected Areas	The subject site is not identified as containing any areas of flood. Therefore, no further assessment against the code is considered necessary.
Natural Wetland Areas & Natural Waterways	The proposal is to be located on an approved lot that has been previously assessed by Council as part of the master ROL approval. Noting this, the proposal does not seek to remove any existing vegetation or impact on any waterways external to the property. Therefore, no further assessment is considered necessary.
Nature Conservation	No mapped vegetation is proposed to be removed as part of this development; therefore the Nature Conservation Code has not been included within this report. Such has all been addressed and dealt with via the former master variation and ROL approvals.
Rail Corridor Environs	The development area is not identified within 100m of a rail corridor and does not include a noise sensitive use. Accordingly, the constraint code has not been included.
Road Traffic Noise Management	The proposal is for a non-sensitive land use and will not be impacted upon from road traffic noise. Accordingly, the constraint code has not been included.
Sediment & Erosion Control	Erosion and Sediment Control can be appropriately managed and conditioned through the approval. Accordingly, the constraint Code has not been included.
Service Roads (Pacific Motorway)	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.
Steep Slopes or Unstable Soils	The subject site 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 is not considered applicable.
Unsewered Land	The subject development is to be connected to sewer and does not require an on-site disposal system. Accordingly, the constraint Code has not been included.

The development complies with all of the relevant Acceptable Solutions / Performance Criteria of the applicable Constraint Codes.

6.5 Specific Development Codes

The following summary of the relevant Codes is provided. Please also refer to **Appendix 1** which contains the detailed response to each of the relevant Use Codes applying to the application.



Table 7: Use / Specific Development Codes

DEVELOPMENT CODES	RELEVANCE/COMMENT
Landscape Work	A Statement of Landscape Intent has been provided within Section 4 and details the proposed landscaping treatment across the subject development area.
Works for Infrastructure	The proposal maintains compliance with all relevant assessment benchmarks as detailed within the completed code compliance templated within Appendix 1 .

6.6 Planning Policies

The development complies with all relevant policies.

6.7 Infrastructure Charges

It is noted that infrastructure charges will be levied in accordance with Council's Adopted Infrastructure Charges Resolution (AICR).

6.8 Preliminary Approval Non-Compliance & Alternative Outcomes

The following section provides a detailed overview of the proposed alternative solutions and their compliance with the relevant performance criteria.

6.8.1 M38 Industrial Estate Place Code – Building Setback

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 the public open space, and the setback area includes;

- a) a landscape buffer strip a minimum width of two metres; and*
- b) fencing of the common boundary between the private lot and public open space.*

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 is achieved through generous building setbacks and high quality landscaping.

COMMENT

The proposal does not include a setback to the rear boundary to future Lot 904, which is to be transferred to Council as a public open space lot. While this future lot is currently zoned within the High Impact Industry Zone pursuant to the City Plan 2016, the master reconfiguring a lot approval includes the transfer of this land to Council for public open space purposes. Therefore, AS4.3 is considered to be applicable in this instance.

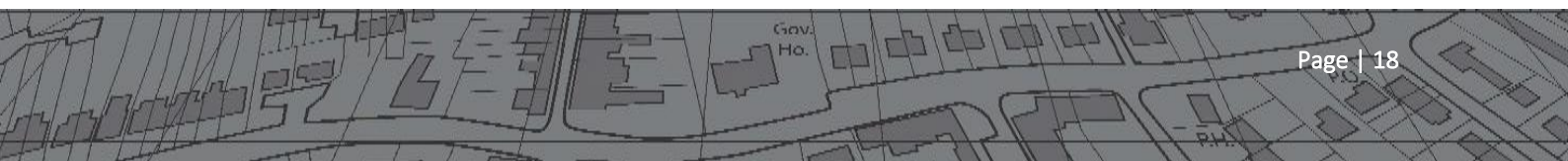


The proposal is considered to demonstrate compliance with the Performance Criteria, in that the development continues to provide for an attractive and orderly appearance where visible from the public domain. With respect to the rear boundary setback, this will not be visible to the public domain due to the presence of the existing vegetated corridor being transferred as open space. This is evidenced through **Figure 9** below, with only the frontage being visible to the public domain.



Figure 9: Aerial Image of Site and Vegetation to Rear (Source: CBRE)

The subject site's rear boundary adjoins a heavily vegetated parcel of land that is conditioned to be dedicated to Council as public open space. This vegetated land slopes away from the site and provides a natural buffer between the development and adjoining areas. This interface and the extent of existing vegetation are illustrated in the site photographs below (see **Figure 10 – 14**).



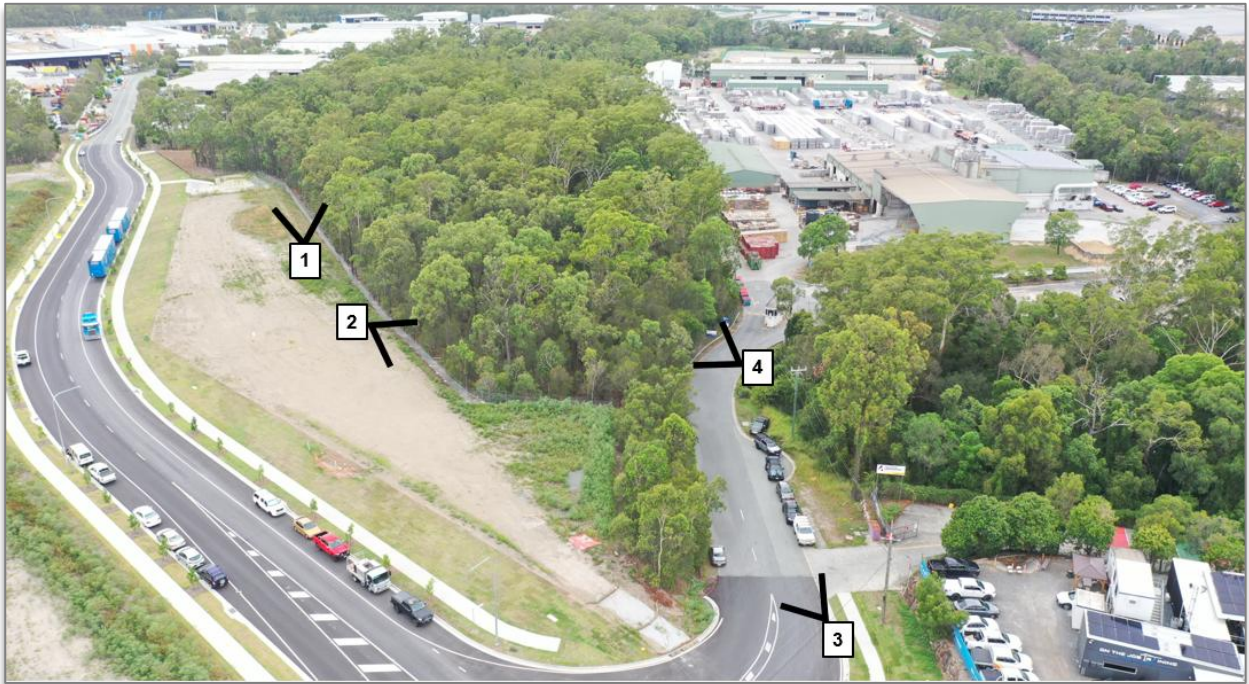


Figure 10: Site Photo Identifying Vantage Points (Source: Site Photos)



Figure 11: Site Photo Identifying Vantage Point 1 (Source: Site Photos)



Figure 12: Site Photo Identifying Vantage Point 2 (Source: Site Photos)



Figure 13: Site Photo Identifying Vantage Point 3 (Source: Site Photos)

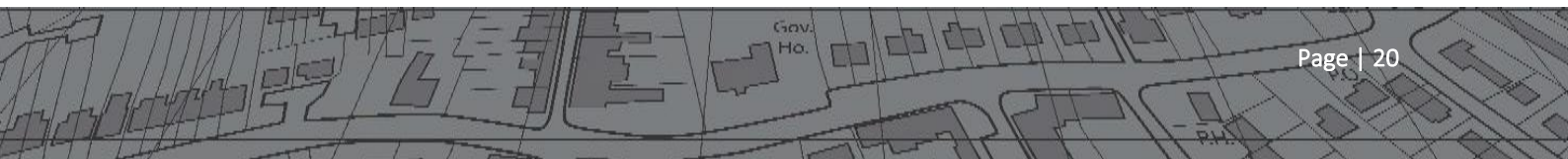




Figure 14: Site Photo Identifying Vantage Point 4 (Source: Site Photos)

As shown in the site photos above, local views towards the subject site are largely obscured by the dense vegetation on the adjoining parcel of land to the south (rear). Only one road and a single property are located to the rear of the site, and views from these locations are screened by the existing vegetation. No other vantage points provide direct views towards the rear interface. Accordingly, the reduced rear setback will not adversely impact visual amenity or the local character.

It should also be noted that the adjoining southern reserve will not be redeveloped in the future noting it is entirely covered in mature vegetation, subject to sloping topography, and dedicated to Council as public open space. As a result, this vegetated interface will continue to function as a long-term buffer, preserving the site's visual separation and maintaining the existing character of the area.

All impacts associated with the development's reduced rear setback will be internal to the property and therefore should be supported. Moreover, the Statement of Landscape Intent provided within **Section 4 – Specialist Reports** and the Architectural Plans package show generous building setbacks to the streetscape which incorporate the minimum frontage boundary landscaping outcome as prescribed through the development code.

It is also confirmed that fencing between the site and the lot to the south will be installed where required. In all other locations, the built-to-boundary walls or retaining structures will serve as the effective fencing element.

Based on the above assessment, compliance with Performance Criteria PC4 is achieved.



6.8.2 M38 Industrial Estate Place Code – Vehicular Parking

AS8.1.2

The number of car parking spaces provided onsite is generally in accordance with Table to Acceptable Solutions AS8.1.2.

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.*

COMMENT

The proposal provides a total of 66 car parking spaces, representing a shortfall of six (6) spaces against the prescribed requirement of 72 spaces. Given the number of tenancies proposed (15 in total), the calculated requirement is inflated due to the benchmark rate of two (2) spaces per tenancy, which alone accounts for 30 of the required spaces.

In this regard, it is noted that the amalgamation of three (3) tenancies could result in a fully compliant parking outcome without any change to the overall gross floor area. While this is not the Applicant's preferred approach, it demonstrates that reliance on the number of tenancies as the primary determinant of parking demand is not necessarily an accurate reflection of the likely operational characteristics of the development.

Accordingly, the proposal is considered to satisfy the corresponding Performance Outcome on the basis that it provides a practical and efficient parking arrangement commensurate with the intended use and scale of the development.

On-site vehicle parking is provided to meet expected demand, having regard to:

a) The size of the proposed workforce;

The future tenants are unknown at this stage and will change over time as consistent with any industrial development. The tenancy sizes of 186m²-328m² provide for a small-scale workspace that will limit the scale of the workforce across each tenancy and therefore, reduce the number of potential vehicles visiting the site when compared to a larger, single tenancy building with equivalent floor area. It is considered that the overall carparking yield accurately represents the expected workforce. On average the minimum spaces per tenancy will more than adequately cover proposed employees and limited visitors.

b) The likely number of visitors to the site;

Similar to the above, the small-scale nature of the development and its tenancies is unlikely to attract a large number of visitors with the provided spaces able to account for the expected 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;



Service vehicles are accounted for within the HRV loading bay area with anything other than a Van or standard car unable to be accommodated within a standard carparking bay, as is the requirement for this assessment. Therefore, the number of service and transport vehicles is considered to be provided for.

d) On-site parking and loading/unloading activities within sites;

A loading bay is provided for the development and is considered to reasonably support the development's servicing requirements.

e) The availability of conveniently located on-street parking;

The site includes a significant road frontage of approximately 260m to Christensen Road South to the immediate north. Should there be a minor reliance on on-street carparking, the immediate road frontage is able to support a minimum of 6 vehicles (as is the shortfall) for carparking purposes without impacting the safe or efficient operation of the surrounding road network.

f) Any possible future expansion, redevelopment or change of use.

The site represents a maximum development footprint on the irregular shaped allotment considering vehicle manoeuvring, circulation and floor space requirements. It is unlikely that any future expansion could occur on the site. Therefore, the provided carparking is considered to represent the maximum development footprint.

In summary, it is considered that the shortfall of 6 carparking spaces represents a minor shortfall and the presence of a large road frontage and small-scale tenancy arrangement further supports the provision. Therefore, it is considered that the proposal complies with Performance Criteria PC8 of the M38 Industrial Estate Place Code.

6.8.3 Car Parking, Access and Transport Integration Code – Design Service Vehicle Requirements

AS14.1

Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.1.

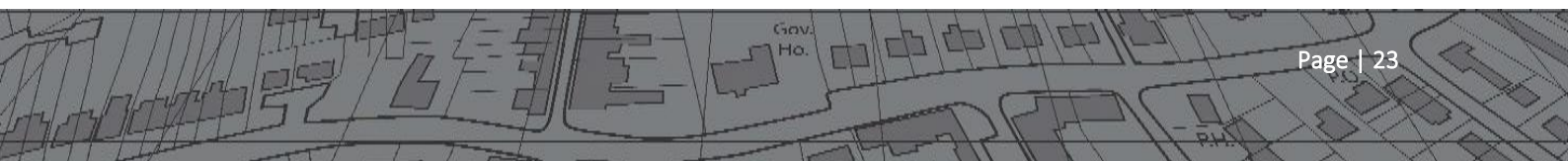
PC14

Development must provide for the required 'design service vehicle' to service the development.

COMMENT

The proposal seeks to accommodate Heavy Rigid Vehicle's in lieu of the prescribed Articulated Vehicle's for an Industry development. The proposed tenancy sizes (of 186m²-328m²) will not generate a demand for Articulated Vehicle access, even on an occasional basis. Whilst this results in a technical non-compliance with the Acceptable Solution (AS), it is commonplace for developments of this scale and layout (smaller tenancies) to only require servicing by a smaller HRV or MRV truck.

Given that the scale of the development is more appropriately aligned with that of a HRV, the proposed servicing arrangement is considered to reasonably demonstrate compliance with the Performance Criteria and to provide a functional and safe environment. Accordingly, compliance with the Code is achieved.





7.0 Conclusion

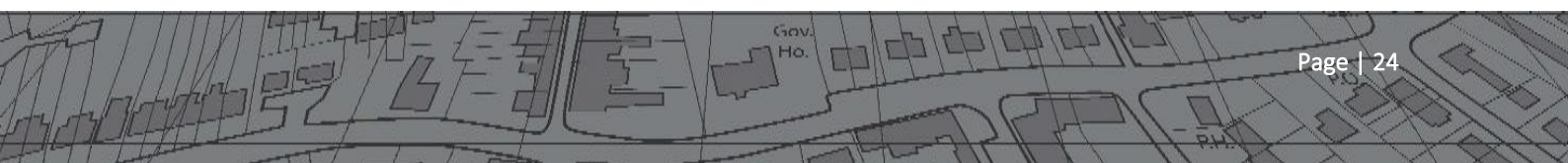
This Planning Report has provided an assessment of the proposed Industry development against the relevant elements of the planning legislative framework, particularly at both the State and Local Government level.

The subject site forms part of the Vantage Industrial Estate which is subject to a Preliminary Approval (Variation Approval) and identifies the subject lot within Precinct B – General Impact Business and Industry. The Preliminary Approval associated with the Estate was most recently amended through Council Approval MIN/2023/64 on 17 May 2023.

In summary the outcome of the assessment and in particular the complimentary statutory planning, contextual and operational circumstances applying to the site and development, clearly support approval of the application. More specifically and in conclusion:

- The proposed development from a use, scale and operational intensity will be compatible to the surrounding industrial uses and the intent of the Vantage Industrial estate;
- The proposed land use triggers 'Self Assessment' in accordance with the Tables of Assessment for the M38 Industrial Estate Place Code;
- The subject proposal is elevated to 'Code' development due to minor technical noncompliance's with the applicable Assessment Benchmarks as detailed above;
- By virtue of the subject site's location within Precinct B, the proposed development is consistent with the development intent for the Precinct and the Preliminary Approval;
- The proposed development incorporates a functional and visually appealing industrial building design, which includes frontage landscaping to improve the visual amenity of the surrounding industrial area;
- The rear interface of the proposal will not be visible from any nearby properties or public open spaces. Views towards the site from the south are wholly obscured by the heavily vegetated public open space allotment adjoining the rear boundary;
- The development has been assessed against the provisions of all relevant Codes of the Planning Scheme and whilst Alternative Outcomes are proposed in relation to the rear boundary setback, service vehicle requirement and the overall carparking provision, the assessment as provided in this application demonstrates that the relevant Code Performance and Overall Outcomes, are nonetheless complied with as part of the bounded assessment; and
- Similarly, the proposal is considered appropriate development within the Urban Footprint designation of the South East Queensland Regional Plan 2023 and gains support from several of the Plan's goals, elements and strategies.

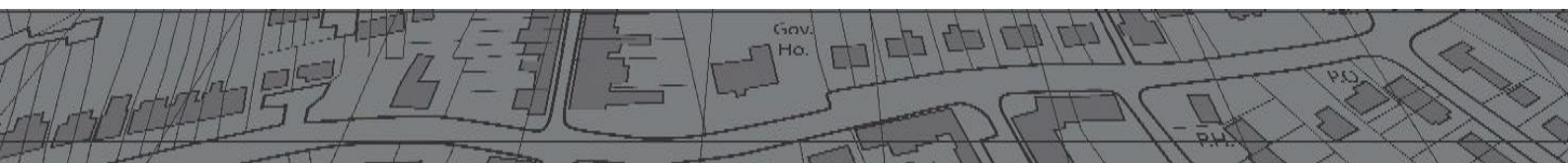
It is therefore recommended, that Council favourably consider the application and impose reasonable and relevant conditions as part of its approval.





APPENDIX 1

Development Assessment Codes





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 .	N/A	
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 COMPLIES	
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 .	N/A	
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	
Sewerage Reticulation Design			



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?
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	
Open Space Design			
PC6 Open space areas must be designed to an appropriate standard, having regard to their intended recreational and environmental values	AS6 Open space areas are designed and embellished in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	N/A	
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 are located and designed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	COMPLIES	
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	
Developer Infrastructure Contributions			
PC9 Infrastructure developer contributions must be provided in accordance with the Priority Infrastructure Plan.	AS9 No Acceptable Solution provided.	COMPLIES	



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 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.	N/a COMPLIES	
PC11 For premises identified on Overlay Map OM25 – Future Water Innovations as being within the Pimpama-Coomera Water Future Master Plan Area, sewerage infrastructure must be designed to minimise inflow and infiltration.	AS11 Reduced infiltration gravity sewers are designed and constructed in accordance with the relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	N/A	



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: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
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.	N/A	
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.	N/A	
Design of Car Parking Areas and Car Park Spaces			
PC3 All car parking spaces must be constructed and line marked to the correct size and standard.	AS3.1 All car parking spaces and facilities are constructed, sealed, line marked and maintained in accordance with the layout requirements of AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. 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.	COMPLIES COMPLIES	

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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?
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.	N/A	
	AS6.2 The minimum length of the tandem car space is 10.4 metres.	N/A	
	AS6.3 Tandem garages have a minimum internal length of 11 metres.	N/A	

Access to Car Park Areas



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?
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. AS7.2 All car parking facilities, except those associated with detached dwellings and duplex dwellings is designed so that all vehicles enter and exist 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.	N/A AS7.1-AS7.3	

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.*



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?
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.	COMPLIES	
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.	COMPLIES	
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.	N/A COMPLIES COMPLIES	



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?
PC11 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.	AS11.1 The geometric design of entry and exit driveways conforms with Standard Drawing No 59218 of Planning Scheme Policy 11 – Land Development Guidelines.	COMPLIES	
	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.	COMPLIES	
	AS11.3 Where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and sign-posted.	COMPLIES	
	AS11.4.1 Access to developments on dual carriageway roads is left in/left out.	N/A	
	OR AS11.4.2 A new intersection is provided between the access way and the dual carriageway.	N/A	
	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.	N/A	
	AS11.6 The boundaries of the frontage road are modified to accommodate all intersection infrastructure within the public road.	N/A	
	AS11.7 Developments with new traffic signal controlled access, within network traffic systems, provide the necessary infrastructure to integrate the new signals.	N/A	



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?
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 .	COMPLIES	
	AS12.2 Parking and circulation aisles have a maximum length of 100 metres.	COMPLIES	
	AS12.3 Dead end aisles do not exceed 20 metres in length.	COMPLIES	
	AS12.4 Aisle design does not include cross intersections.	COMPLIES	
	AS12.5 Car parking space/s is/are not located in areas used for manoeuvring of heavy vehicles.	COMPLIES	
	AS12.6 Car parks are designed so that vehicles do not reverse across pedestrian crossings.	COMPLIES	
	AS12.7 Speed humps are not provided in entry or exit queuing areas.	N/A	
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 .	COMPLIES	



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?
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 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.	COMPLIES WITH PC14 Refer to Section 6.8 of the Planning Report for further details & assessment on the required service vehicle.	



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
Kennel	SRV
Manufacturers Shop	HRV
Marina	AV



Table to Acceptable Solution AS14.1

Use or Development	Service Vehicle Provisions
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



Table to Acceptable Solution AS14.1

Use or Development	Service Vehicle Provisions
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 (m²)	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.



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?
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 Austroads Guide 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.	COMPLIES	
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. Car parking design contributes to delivering development with a built form that is robust and flexible, allowing adaptation or redevelopment over time to a variety of uses, increased densities or increased employment intensity.	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.	COMPLIES WITH PC16 Refer to Section 6.8 of the Planning Report for further details. N/A	



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?
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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 .



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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. <table><tr><th>Road</th><th>Part of Road</th></tr><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 1 RP 188138), 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 and 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></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 1 RP 188138), 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 and 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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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><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).																																																				



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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.		
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.		



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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.		



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Hostel Accommodation	a) one (1) car space per 15m² 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><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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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 100m ² of GFA (one (1) space per 10m ² of GFA); c) 5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA); d) as determined by Council, requiring Traffic Impact Report; e) 6 spaces per 100m ² of GFA (one (1) space per 17m ² 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 100m ² of GFA; g) 10 spaces per 100m ² of GFA; h) as determined by Council or its delegate.		
Industry	2 spaces per tenancy plus 1 space per 50m ² of GFA up to 500m ² plus 1 space per 100m ² of GFA over 500m ² .		
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 100m ² of area used for retail (one (1) space per 15m ² of area used for retail); b) 2.5 spaces per 100m ² of area used for manufacturing (one (1) space per 40m ² 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 50m ² of GFA of ancillary activities associated with the marina; g) one (1) space for each wet berth designed for boats greater than 15 metres.		
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).		



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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><tr><th>Road</th><th>Part of Road</th></tr><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></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).		
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.		



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?																																																		
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><tr><th>Road</th><th>Part of Road</th></tr><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></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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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.																																																				



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?
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 100m ² of GFA of shop sales area of less than 150m ² ; plus c) 5 spaces per 100m ² of GFA of shop sales area exceeding 150m ² ; plus d) 10 spaces per 100m ² 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) initial 2000m ² of EGFA; then b) 2,001m ² – 10,000m ² of EGFA; then c) 10,001m ² – 20,000m ² of EGFA; then d) 20,001m ² – 30,000m ² of EGFA; then e) >30,000m ² of EGFA.	a) 6.7 spaces per 100m ² of EGFA; b) 6.1 spaces per 100m ² of EGFA; c) 5.6 spaces per 100m ² of EGFA; d) 4.3 spaces per 100m ² of EGFA; e) 4.1 spaces per 100m ² of EGFA. Note: <i>Multiple car parking rates may be applicable to a Shopping Centre Development depending on the scale of the existing and/or new development. For example, the car parking rate for a new shopping centre development with 15,000m² of EGFA would equate to (6.7/100 x 2000) + (6.1/100 x 8000) + (5.6/100 x 5000) = 902 car parking spaces. An 8,000m² EGFA extension to this centre would require (5.6/100 x 5000) + (4.3/100 x 3000) = 409 additional car parking spaces.</i>		
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 30m ² 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).		



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?
Tavern	a) 10 spaces per 100m ² of GFA lounge, bar and beer garden area,(excluding 'staff only' areas); 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; 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.		
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 plus 1 space per 50m ² of GFA up to 500m ² plus 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.		



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			
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 AS17.1.3 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.		
Safe Pedestrian Access			



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?
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.		

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.		
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Integration of Development with Public Transport



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?
PC21 Development that attracts a high proportion of people dependent on public transport must provide facilities to accommodate public transport servicing requirements.	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 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).		
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			
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 bus stop and/or a bus shelter, if the entry to the development is not within 400 metres of a 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.		



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?
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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

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.		
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Traffic Impact



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?
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 impact on the local amenity and the operation of the local street network.	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 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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6.3 DEVELOPMENT REQUIREMENTS

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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 IMPACT ASSESSABLE		
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.	COMPLIES WITH AS1
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.	N/A
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 coverage shall not exceed 70%. Precinct D: The maximum site coverage shall not exceed 10%.	COMPLIES WITH AS3 The proposed development has a site coverage of 44.4%.
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 is achieved through generous building setbacks and high 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 well Road frontage; (ii) 1.5 metres from the secondary frontage; and c) 10 metres from the western boundary adjoining 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 the public open space, and the setback area includes; a) a landscape buffer strip a minimum	AS4.1 N/A COMPLIES WITH AS4.2 The proposed warehouse is setback 5m from the primary road frontage. AS4.3 ALTERNATE SOLUTION Refer to Section 6.8 of the Planning Report for further details AS 4.4 N/A

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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 AS5.2 COMPLIES Side boundary fencing is transparent and does not exceed 2m.
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: a) 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; b) relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided); c) horizontal/vertical articulation of walls at least at 15 metre intervals; d) 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration; e) 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.	NOT APPLICABLE The subject site will not be visible from Stapylton Jacobs Well Road as there will be a number of industrial uses between the lot and Stapylton Jacobs Well Road.
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.	COMPLIES WITH AS7 All driveways part of the proposed development are designed, and will be constructed, accordingly.

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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	AS8.1.2 ALTERNATE SOLUTION The proposal includes a minor shortfall of carparking spaces. Further detailed assessment against the Performance Criteria is included within Section 6.8 below. AS8.2 COMPLIES AS8.3 NOT APPLICABLE
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	COMPLIES WITH AS10.1 The development proposes a waste storage area to the front of the site. The waste storage area is able to be adequately serviced. COMPLIES WITH AS10.2 COMPLIES WITH AS10.3 The refuse storage area is enclosed as required. COMPLIES WITH AS10.4 The refuse storage area is adequately screened from view by both landscaping and a solid fence, in addition to the storage enclosure.
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).	NOT APPLICABLE The proposed development is located within Precinct B.
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.	NOT APPLICABLE The proposed development is located within Precinct B.
DEVELOPMENT THAT IS CODE ASSESSABLE OR IMPACT ASSESSABLE		
BUILDING HEIGHT		
PC13 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.	AS13 The maximum height of buildings does not exceed 15 metres.	COMPLIES WITH AS13
SITING		
PC14 All buildings must be sited to complement the industrial character and	AS14 No acceptable solution provided.	COMPLIES WITH PC14 The proposed development has been positioned effectively, mitigating any potential adverse effects as well as complementing the envisaged industrial

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the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 - Site Analysis .		character of the area.
PC15 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	AS15 No acceptable solution provided.	COMPLIES WITH PC15 There is clear separation between the two areas.
PC16 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.	AS16 No acceptable solution provided.	COMPLIES WITH PC16
BUILDING AND LAYOUT DESIGN, SAFETY AND COMFORT		
PC17 Buildings are sited and designed such that suitable external spaces remain available for future expansion of buildings, and internal spaces are of a size and shape suited to variable internal layout, maximum vertical storage and addition of mezzanine floors.	AS17.1 Building shapes are regular so as to provide opportunities for future expansion in different directions, and for flexibility in internal location of activities and equipment. AS17.2 Internal column spacing and column heights are generous (for example, building spans of 18 metres and over, bay spacing of 12-18 metres, and column heights of at least eight metres).	COMPLIES WITH AS17.1 COMPLIES WITH AS17.2 The proposed development has column spacing and stature at sufficient distances and heights.
PC18 Buildings are sited and designed to suit climatic conditions.	AS18.1 Wherever practicable, buildings are oriented to the north east to take advantage of summer breezes and winter sun. Western aspects are avoided, wherever possible. AS18.2 Where not air conditioned, buildings incorporate a maximum of openings (ie. louvring, windows, doorways) on eastern walls. AS18.3 Windows are minimised and trees are planted along west walls for protection from hot afternoon sun. AS18.4 Shading devices (ie: large roof overhangs, window hoods/blinds, awnings and verandahs) are attached to buildings on all sides, particularly eastern and western sides. Where possible, shading devices are retractable on northern sides during winter. AS18.5 Semi-enclosed workstations, where relatively strenuous manual labour takes place, are located in the cooler and more ventilated parts of the building.	COMPLIES WITH AS18.2 COMPLIES WITH AS18.2 The proposed development will be airconditioned where possible. COMPLIES WITH AS18.3 The proposed development minimises windows facing the west where possible and includes shade trees within landscaped areas. COMPLIES WITH AS18.4 The proposed development has incorporated shading devices/techniques such as roof overhangs/awnings and vertical blades across windows to ensure adequate shading.

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		COMPLIES WITH AS18.5 The proposed warehouse area (manual labour area) is effectively ventilated.
PC19 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the local character of the YEA.	AS19.1 The massing and proportions of new industrial buildings are consistent with those of adjoining industrial buildings. AS19.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.	COMPLIES WITH AS19 The proposed development will maintain a built form that is high quality and matches the envisaged industrial estate.
PC20 Building design and appearance must be conducive to the safety and comfort of all building users.	AS20.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall. AS20.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.	COMPLIES WITH AS20.1 COMPLIES WITH AS20.2 The entrance to the building is clearly visible from the street and is not obscured or dominated by car parking.
DESIGN OF CARPARK AREAS		
PC21 All ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.	AS21.1 Significant trees are preserved and incorporated into car parking areas. AS21.2 Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas, at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space. AS21.3 Large car parking areas and all heavy/service vehicle parking are situated to the side or rear of sites. Smaller car parking areas, particularly for short term and disabled parking, may be located to the front of sites. AS21.4 Car parking areas located in frontage setback areas are set back behind a minimum three metre landscaped buffer to the frontages. To reduce their visual impact, front car parking areas may be lowered and mounds incorporated in frontage landscaping.	AS21.1 - NOT APPLICABLE Due to the cleared nature of the subject site (due to historical approvals), there are no trees on site. COMPLIES WITH AS21.2 The proposed development will provide ample landscaping around the designated carparking area. COMPLIES WITH AS21.3 COMPLIES WITH PC21 Whilst the carparking areas are located behind a landscape buffer of 1.5 in lieu of 3m, the proposal provides for an attractive and pleasant outlook.
ADVERTISING DEVICES		
PC22 Advertising signage does not dominate the visual amenity of the area.	AS22 No advertising, freestanding or otherwise, is erected which would be readily visible from the Pacific Motorway of the Gold Coast City Rail Line.	COMPLIES WITH AS22 The proposed development does not contain any aspects of advertising visible from the Pacific Motorway and Gold Coast City Rail Line.
PC23 Signs and other forms of advertising on business/industry premises are kept to a	AS23.1 There is one sign per premises. Multi-unit developments display a single index sign at the entrance to the development which details each occupant, its activity/process and	COMPLIES WITH PC23

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minimum. Any advertising relates directly to the activity/process conducted on the premises, rather than general product advertisements.	respective unit number. AS23.2 The design and construction of signs meets the following parameters: a) signs are situated near site entries and are well placed for viewing by pedestrians and drivers; b) free-standing signs have a maximum area of 3m²; c) signs on facades have a maximum area of 5m²; d) signs utilise company logos or symbolic representations for quick and easy identification; e) wording on signs is limited to the name, location, business and products of the establishment; f) signs do not utilise fluorescent paints; g) signs do not rotate, flash or move; h) signs are integrated with the form of development and are not visually dominating. AS23.3 All signs are consistent with the provisions for the Industry 2 Domain set out in Specific Development Code 2 – Advertising Devices	
OPEN SPACE/RESERVE AREA		
PC24 In the areas identified as Precinct D (Open Space/Reserve) within the Staging Plan, development is of a limited scale and intensity, compatible with the retention of and rehabilitation of vegetation and habitat, landscape amenity and/or buffer values.	AS24.1 Areas identified as Precinct D (Open Space/Reserve) on the Staging Plan are reserved for conservation and landscape amenity purposes, through: a) Transfer to Council as public open space b) Dedication of a conservation / landscape amenity buffer; or c) Reservation of an area as open space /reserve. AS24.2 Areas identified as Precinct D (Open Space/Reserve) are to be provided in accordance with the following: a) the areas identified as Precinct D as open space will be subject to the application of a statement of landscape intent and/or open space management statement/plan, designed in accordance with Council's Open Space Management and Land Development Guidelines. b) Eventual commitment of the area identified as Precinct D is provided to Council as public open space, in accordance with the requirements of an approved open space management statement/plan and/or rehabilitation management plan. AS24.3 Areas identified within the Precincts D (Open Space/Reserve) including areas identified for revegetation within an approved open space management plan and/or rehabilitation management plan are to be managed in the following manner:	NOT APPLICABLE The proposed development is not located within the mapped Precinct D.

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	a) the land remains largely undisturbed by any buildings, clearing and earthworks; b) the land is provided exclusive of unacceptable hazards such as contaminated land under the Contaminated Land Act 1991 or land subject to geotechnical hazard; c) existing vegetation and natural drainage patterns are retained and rehabilitated, and additional trees planted within a 60 metre wide band utilising local native species; d) the area must be of a physical standard and condition that permits use of the land for its intended purpose, compliments existing adjacent and surrounding public open space areas and provides linkages to other open space areas, where practical; e) the area may form part of the landscape open space areas, associated with individual development proposals; f) the area facilitates appropriate measures for stormwater and flood management and the care of environmental features; g) any parallel roads or services are grouped on one side of the area, to minimise disturbance h) any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the link at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse.	
LANDSCAPE DESIGN		
PC25 Landscape design is used to enhance the landscape character of the YEA.	AS25.1 Frontage setback areas are attractively landscaped, including: a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth; b) one metre landscaped area adjacent to building walls facing the street. AS25.2 Planting of shade trees occurs along pathways, throughout car parking areas and within public road reserve, as well as and in any other exposed areas where relief from sun and glare would be beneficial. AS25.3 Dwarf walls prevent vehicles breaching landscaped areas along frontages. AS25.4 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used	COMPLIES WITH PC25 The front landscaping buffer is 3m and does not provide the required five metre buffer for 25% of the frontage as required by AS25.1. As such, the development does not comply with AS25.1 and must instead comply with PC 25. The proposed development contains ample landscaping along all street frontages. The landscaping will bolster the amenity of the area as well as provide screening and CPTED inclusions. There will be ample shade trees along the carparking areas and street frontages. The landscaping will utilise variance in plants regarding height, colour, size etc. to ensure appropriate screening and high levels of amenity. Refer to Landscape Intent Plan for further commentary.

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	around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads. AS25.5 Landscape Design includes: a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors; b) retention of existing mature vegetation, wherever possible; c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion, especially where proposed development is expected to result in increased volume and velocity of stormwater runoff; d) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries. AS25.6 A minimum ten (10) metre wide north south landscape buffer is provided along the western boundary of the site adjoining the existing residential uses generally as outlined on the Landscape Intent Plan prepared by Gassman Development Perspectives and titled 5941 Landscape Intent Rev C. AS25.7 A minimum of twenty (20) metre wide north south landscape buffer is provided along the eastern boundary of the site (consisting of 10 metre wide 'undisturbed corridor', and 10 metre wide 'works corridor' including earthworks and landscape treatment).	AS25.6 NOT APPLICABLE There are no adjoining residential uses. AS25.7 NOT APPLICABLE
PC26 Potentially obtrusive noise, odour and visual impacts are effectively buffered.	AS26.1.1 Development incorporates landscape buffers, earth mounds and acoustic fencing appropriate to the likely off-site impacts of particular developments. OR AS26.1.2 A landscape buffer to a minimum width of ten metres is provided along the western property boundary where adjoining residential uses to effectively screen development behind.	COMPLIES WITH AS26.1.1 The proposed development provides ample landscape buffer along all boundaries. Acoustic fencing is not required in this instance.
PC27 The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout the YEA area and its component precincts.	AS27 Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of street lighting and furniture), in accordance with any adopted Council streetscape strategy.	COMPLIES WITH AS27 The streetscape adjoining the development is generally enhanced through the incorporation of landscaping and shade tree planting along the street frontages.
PC28 Public open spaces are developed to enhance their recreational amenity for workers and visitors to the Yatala area and the wider community.	AS28 Individual developments contribute (through works or financial contribution) towards construction of footpaths and cycle ways, seating, picnic facilities, play areas and/or other facilities in existing public open spaces and additional spaces established as a result of the	NOT APPLICABLE The development does not involve any public open space.

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	development.																
PC29 Landscape design contributes to the creation of a distinctive, memorable and legible town centre, local centres and surrounding suburban areas for YEA.	AS29.1 Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg, views to the mountains or other important landscape elements). AS29.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths. AS29.3 Landscape plantings utilise local native species to promote a distinctive site character.	COMPLIES WITH AS29.1 – AS29.3 The proposed development will incorporate landscape design that enhances the area and aids in the creation of the envisaged high levels of amenity for the estate.															
PC30 Open space and pedestrian areas are to be designed to be both functional and safe.	AS30 Development is designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic, public and semi-public spaces, pedestrian and cyclist paths, car parking areas and building entrances.	COMPLIES WITH AS30 There is ample opportunity for casual surveillance of the site, further, CPTED principles have been implemented to ensure safety of site users and public users alike.															
PC31 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area, and any adjoining residential or public open space areas.	AS31 The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.	COMPLIES WITH AS31 The proposed development proposes a high-quality, landscaped area consistent with surrounding lots and with the overall vision for the industrial estate.															
LOT SIZE (FOR SUBDIVISION ONLY)																	
PC32 All lots are to be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent. The number of allotments within Precinct C is controlled to minimise the number of premises exposed to any environmental nuisance from nearby landfill and associated heavy industrial uses.	AS32.1 Any new lots created are sized in accordance with the following schedule: <table> <tr> <th>Precinct</th><th>Min Area</th><th>Ave Area</th></tr> <tr> <td>A</td><td>2000m²</td><td>1 hectare</td></tr> <tr> <td>B</td><td>2000m²</td><td>1 hectare</td></tr> <tr> <td>C</td><td>1 hectare</td><td>1 hectare</td></tr> <tr> <td>D</td><td>20 hectares</td><td>20 hectares</td></tr> </table> AS32.2 The number of allotments and tenancies located within Precinct C is minimised.	Precinct	Min Area	Ave Area	A	2000m ²	1 hectare	B	2000m ²	1 hectare	C	1 hectare	1 hectare	D	20 hectares	20 hectares	NOT APPLICABLE No subdivision aspect is proposed.
Precinct	Min Area	Ave Area															
A	2000m ²	1 hectare															
B	2000m ²	1 hectare															
C	1 hectare	1 hectare															
D	20 hectares	20 hectares															
PC33 Allotments prior to development have suitable topography for industry.	AS33 Industrial allotments generally have a ground slope not greater than 10%, and access ways associated with battle axe allotments generally have a ground slope not greater than 16%.	NOT APPLICABLE No subdivision aspect is proposed.															

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PC34 Allotments are of regular shapes suited to the intended uses, and allowing design flexibility, efficient development and access.	AS34.1 Development generally incorporates all of the following features: a) allotments that are rectangular shapes; b) allotments which have frontage to depth ratios between 1:2 and 1:4. OR AS34.2 Alternative allotment shapes are provided where warranted, due to: a) the special site requirements of particular industries; and/or b) exceptional physical constraints. OR AS34.3 The development incorporates a small proportion of battle axe allotments, where particular industries have special requirements for square or long and narrow sites. (Battle-axe allotments are useful for creating allotments of such shapes, as well as reducing road frontage construction costs and providing appropriate sites for visually offensive industries.).	
PC35 Allotments are oriented to suit climatic conditions.	AS35 Allotments are arranged in a manner that maximizes the number of allotments oriented to the north east to take advantage of breezes and enable optimal building orientation for energy efficiency and use of natural lighting.	NOT APPLICABLE No subdivision aspect is proposed.
PC36 Reconfiguration of land incorporates open space provision in a way which takes account of the location and attributes of the site and its surrounds, and the need to set aside certain areas for purposes such as: a) conservation of vegetation/habitat; b) retention of creek corridors and natural drainage patterns; c) provision of pedestrian/cycle linkages and recreational facilities; and/or d) creation of landscaped entrances, focal points and streetscape.	AS36.1 Where reconfiguration takes place, an area of up to 10% of the site is provided as open space. This open space is set aside for public park or conservation purposes, developed with pathways and/or recreational facilities, landscaped and/or rehabilitated to its natural state. AS36.2 Reconfiguration proposals incorporate a plan showing street planting to be undertaken. Planting themes contribute to the overall streetscape character of the estate.	NOT APPLICABLE No subdivision aspect is proposed.
PC37 Reconfiguration may take place in the form of	AS37 Community Title subdivisions within Precincts A-C (Industrial) are provided,	NOT APPLICABLE – No subdivision aspect is proposed.

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Community Title subdivision, allowing for sharing of space, facilities and services, while at the same time ensuring allotments created are suited to the intended businesses/industries.	which: a) are consistent with the Acceptable Solutions for PCs 32-36; b) generally maintain a minimum lot size of 100- 200m² within a minimum overall site area of 2,000m²; c) are not used for heavy manufacturing, metal/food processing, or noxious, offensive or hazardous industries.	
ROAD DESIGN		
PC38 Roads are provided so as to form a road hierarchy, with each road serving a particular function according to the intended land use characteristics of the estate, expected traffic volumes and types, and external existing and future road linkages to anticipated development on adjoining lots.	AS38.1 Concept plans submitted with reconfiguration and/or development applications identify all roads proposed to be upgraded and/or newly constructed and their intended function within a road hierarchy. AS38.2 Concept plans submitted with reconfiguration and/or development applications identify road connections with adjacent allotments that will promote connectivity; and AS38.3 Proposed road hierarchies are generally consistent with the conceptual road hierarchy identified on the Land Use Classification and Staging Plan.	NOT APPLICABLE No roads or other such aspects are proposed as part of this development.
PC39 The width, pavement, curvature, sight distances, intersections, turning radii and design features of roads convey the particular function of each road with the hierarchy mentioned in AS33.3, and reflect the nature of traffic management. In particular, road design ensures the safe movement of heavy articulated vehicles.	AS39.1 Road design and construction is in accordance with Planning Scheme Policy 11 - Land Development Guidelines and the Table to this Acceptable Solution. AS39.2 Distances between intersections are not less than 60 metres. AS39.3 Streets intersect at right angles, or as near as topography or other limiting factors permit. AS39.4 Various vehicle control devices are used to regulate traffic speed and enhance pedestrian safety (such as traffic lights and illuminated pedestrian crossings). AS39.5 Paving surfaces, landscape treatment and signage are used to define entrances to the estate and joint use areas within the estate AS39.6 Road pavements are designed and constructed for long life, hard wearing and suitability to the load capacity of expected vehicles. AS39.7 Median strips, roundabouts and footpaths are to be aesthetically treated and planted and paved accordingly; and AS39.8 The design of road networks avoids the use of culs-de-sac.	NOT APPLICABLE No roads or other such aspects are proposed as part of this development.
PC40 The alignment of roads reflects the physical land	AS40.1 Road drainage is designed and situated along natural drainage courses.	NOT APPLICABLE No roads or other such aspects are proposed as part of this development.

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characteristics, and provides adequate drainage and safety.	AS40.2 Road grades are established to avoid excessive grading, indiscriminate removal of ground cover and tree growth, and unnecessary topographical levelling.	
PC41 A network of pedestrian paths and cycleways is provided which considers: a) expected levels of pedestrian and cyclist activity; b) linkages between public transport, major employment activities, and parks; c) recreation opportunities along open space corridors; d) safe integration of users and vehicles, particularly at intersections; e) provision of bicycle end-of-trip facilities.	AS41.1 Footpaths are provided as follows: a) on both sides of all future major industrial roads. b) as specified in any relevant Council adopted strategy. AS41.2 Paths are designed and constructed in accordance with Council standards and AUSTROADS Part B . AS41.3 Features such as signs, road markings, lighting, paving, bollards and street furniture are provided to enhance the safety and amenity of foot/cycle paths. AS41.4 Bicycle end-of-trip facilities are provided in accordance with the requirements outlined in the Table to Acceptable Solution AS41.4 .	NOT APPLICABLE No roads or other such aspects are proposed as part of this development.
PC42 The road network is designed to accommodate the extension and integration of the public transport system, with accessible linkages and routes and stops providing for passenger comfort without obstructing traffic flow.	AS42 For major industrial roads, constructed to a Industrial Collector standard, a minimum 3.5m parking lane is to be line marked and maintained to allow for future bus routes/stops.	NOT APPLICABLE No roads or other such aspects are proposed as part of this development.
SITE ACCESS		
PC43 Site access is designed and constructed to provide for the safe ingress/egress of vehicles to the site.	AS43 Vehicular access to the site is designed and constructed in accordance with Council, Department of Main Roads and AUSTROADS standards, and/or the following minimum requirements: a) comprises a single vehicular driveway (entrance/exit), wherever possible; b) is not closer than ten metres to an intersecting street on the same side of the street; c) provides a minimum sight distance of 110 metres; d) shares adjoining property access driveways, wherever possible; e) always enters the street at right angles; f) where the site has frontage to two roads, access is taken off the secondary/minor road, if possible; g) where separate entry and exit driveways	COMPLIES WITH PC43 The development proposes a single vehicular crossover to serve the site in accordance with relevant Australian Standards.

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	are used, the first driveway reached from the kerbside land is clearly delineated and signposted.	
PC44 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.	AS44 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.	COMPLIES WITH AS44 Ample landscaping is provided whilst not limiting sight lines for entry and exit to the site.
PC45 Provision is made for safe pedestrian and disabled access.	AS45.1 Pedestrian paths designed for disabled access are provided between building entrances, public footpaths and car parking areas. AS45.2 Pedestrian paths are separated from vehicular driveways.	COMPLIES WITH AS45 Any pedestrian paths required as a part of the development will be designed to accommodate disabled access and will remain separate from vehicular driveways.
AMENITY PROTECTION		
PC46 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.	AS46 No acceptable solution provided.	COMPLIES WITH PC46 The proposed use is not known to significantly detract amenity of the surrounding area. Further, the development will mitigate against or enhance amenity for some aspects listed, including visual amenity through the use of landscaping and the high-quality architectural design of the building.
PC47 The proposed development 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 existing impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions; i) dust; and j) vibration.	AS47 No acceptable solution provided.	COMPLIES WITH PC47 The development seeks to establish a high-quality use that strives to maintain and enhance levels of amenity within the surrounding area through its design, built form, landscaping and buffering, ensuring no negative effects on amenity.
URBAN/RURAL USE CONFLICTS		
PC48 Conflicts between urban and rural uses are to be avoided by effective development design.	AS48 The development of land adjacent to the agricultural character areas includes a suitable buffer.	NOT APPLICABLE – The subject site adjoins other industrial uses and maintains a suitable buffer to the nearest agricultural areas.
EXTRACTIVE INDUSTRY		

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PC49 Extractive industry operations are managed to make effective use of the extractive resource, while containing any impacts on the subject site.	AS49 The extractive industry is managed and developed consistent with the Extractive Industry Domain Place Code.	NOT APPLICABLE There is no aspect of extractive industry proposed.
ON-SITE VEHICLE PARKING AND MOVEMENT		
PC50 Internal driveways are provided for safe and easy maneuvering of vehicles.	AS50.1 Internal driveways are designed and constructed to enable all vehicles to enter and exit the site in a forward motion. AS50.2 Minimum driveway widths are as follows: a) eight metres to accommodate non-articulated vehicles; b) ten metres to accommodate articulated vehicles; c) 4.5 metres for one-way driveways.	COMPLIES WITH AS50 The development provides ample room and opportunity for all vehicles that require access to enter and exit in a forward gear (except articulated vehicles as discussed further below).
PC51 On-site vehicle parking is located: a) to allow easy access to building entrances; b) to provide visitor spaces for short term/high turnover use clearly visible from the street and signposted accordingly; c) to be adequately screened from the street; d) compatible with surrounding development and, where possible, facilitating shared use with adjacent land users.	AS51.1 In areas where visual amenity is important and/or where relatively large amounts of parking are provided, parking areas are generally situated to the rear or side of the site. In particular, employee parking is situated at the rear of the site, with staff entrances at the rear of the building. AS51.2 Some parking may be located toward the front of the site convenient to the street, provided it is behind landscaping strips and treated aesthetically. AS51.3 Short term/high turnover visitor parking and disabled parking spaces are located close to the main building entrance and clearly signposted. AS51.4 Driveways and parking areas may be constructed to property boundaries and linked to adjoining car parking areas. Similarly, loading areas may be located to facilitate shared turning areas across property boundaries.	COMPLIES WITH AS51.1 Parking has been positioned along the northern frontage of the lot and will generally be used for employee parking. COMPLIES WITH AS51.2 COMPLIES WITH AS51.3 Short-term visitor spaces and disabled parking is located in close proximity to the main building entrance. COMPLIES WITH AS51.4 Parking areas are constructed to property boundaries, however, there is no need to link to adjoining parking areas. Similarly, there is no need for loading areas to be located across property boundaries in this instance.
LOADING AND UNLOADING		
PC52 All loading and unloading activities take place on site.	AS52 Loading docks are located in the side or rear portions of the site, separate from public/visitor parking and access points, and screened by vegetation or walls to avoid public view.	COMPLIES WITH PC52 Designated loading zones are located within the side portion of the site.
PC53 Adequate provision is made for on-site manoeuvring of service vehicle/s.	AS53.1 On sites over 4,000m² and/or where the uses thereon involve regular servicing by service vehicle/s, on-site service areas are provided. On-site service areas comprise an area of land with an appropriate hard surface to enable a service vehicle/s to turn around within the site (based on standard design turning templates given by AUSTROADS AS 2890.1, 2890.2), and space for additional service vehicle parking and storage requirements.	COMPLIES WITH PC53 Further detailed discussion on the servicing requirements is included within Section 6.8 of the Planning Report.

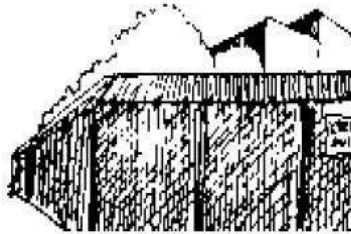
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	AS53.2 It may be acceptable for two or more developments to share service vehicle/s turning areas.	COMPLIES WITH AS53.2 In this instance, it is not possible, nor is it necessary, to share service vehicle turning areas with the neighbouring site.
SITE SERVICING		
PC54 The design and provision of water, stormwater drainage, sewerage, electricity, gas and communications networks meets the needs of industry and business, and provides an orderly and economic progression of servicedevelopment in the region.	AS54.1 The design and supply of water, stormwater drainage, sewerage, electricity, gas and communication services is in accordance with therequirements of Planning Scheme Policy 11 – Land Development Guidelines and the responsible authority (e.g. Telstra, QueenslandElectricity Boards, and Queensland Emergency Services). AS54.2 Car park entrances and ramps, loading docks andaccess ways are minimised, suitably designedand treated to ensure that they do not adversely impact on the streetscape and adjoiningdevelopment.	COMPLIES WITH AS54.1 The subject site has access to all necessary services and service infrastructure. COMPLIES WITH AS54.2 The development proposes a single site entrance which has been designed to ensure safety as well as visual amenity. The proposed site access does not negatively impact adjoining development.
PC55 Conflicts between pedestrians and vehicles atentrance points to parking areas are to be minimised.	AS55.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function. AS55.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.	COMPLIES WITH AS55.1 The development proposes a single vehicular crossing for site access. COMPLIES WITH AS55.2 Entrance points to parking and loading areas have clear and unobstructed visibility to ensure no conflict for pedestrians.
PC56 Development is to be designed to support thefunctional operation of the cycle network.	AS56 Development is designed to support the functionaloperation of the local and regional cycleway system. (Local cycle ways will be determined at time of subdivision of each development.)	COMPLIES WITH AS56 The development provisions bicycle parking and end of trip facilities supporting the use of the active transport network.
PUBLIC CONVENIENCE FACILITIES WITHIN BUILDINGS		
PC57 Commercial developments are to include public convenience facilities, where there is a need for their provision.	AS57 Where provided, public toilet facilities are open and readily accessible to the general public duringretail trading hours or other trading hours relevantto the development.	AS57 - NOT APPLICABLE No public toilets or amenities are proposed.

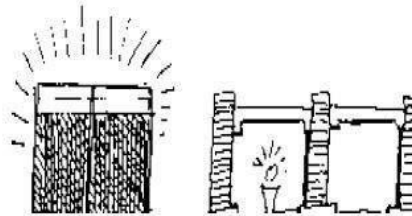
Figure to Acceptable Solution AS5.1

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Negative Fences

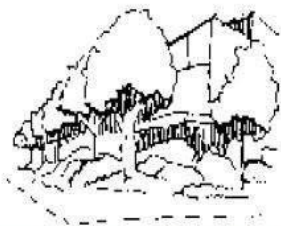
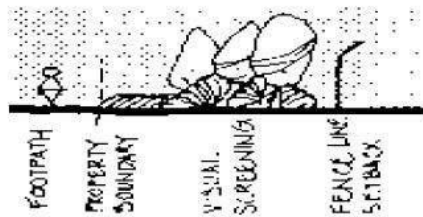


High security fencing on street alignment dominated streetscape.

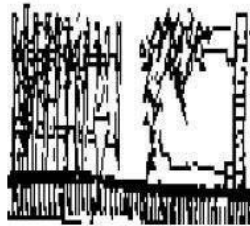


Chain fencing has a prison-like effect and is highly reflective. Height barriers can be visually intrusive.

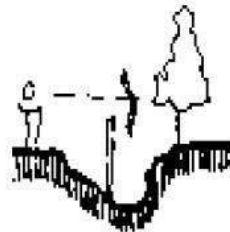
Positive Fences



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.

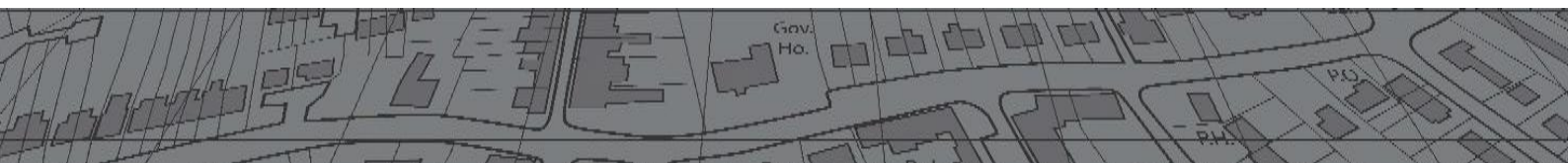


Obtrusive fence placed in a swale to minimise visual impact.



APPENDIX 2

Preliminary Approval Documents



M38 INDUSTRIAL ESTATE PLACE CODE

A PRELIMINARY APPROVAL AFFECTING A LOCAL
PLANNING INSTRUMENT FOR A MATERIAL CHANGE
OF USE FOR INDUSTRIAL USES (S.242 OF THE
SUSTAINABLE PLANNING ACT 2009)

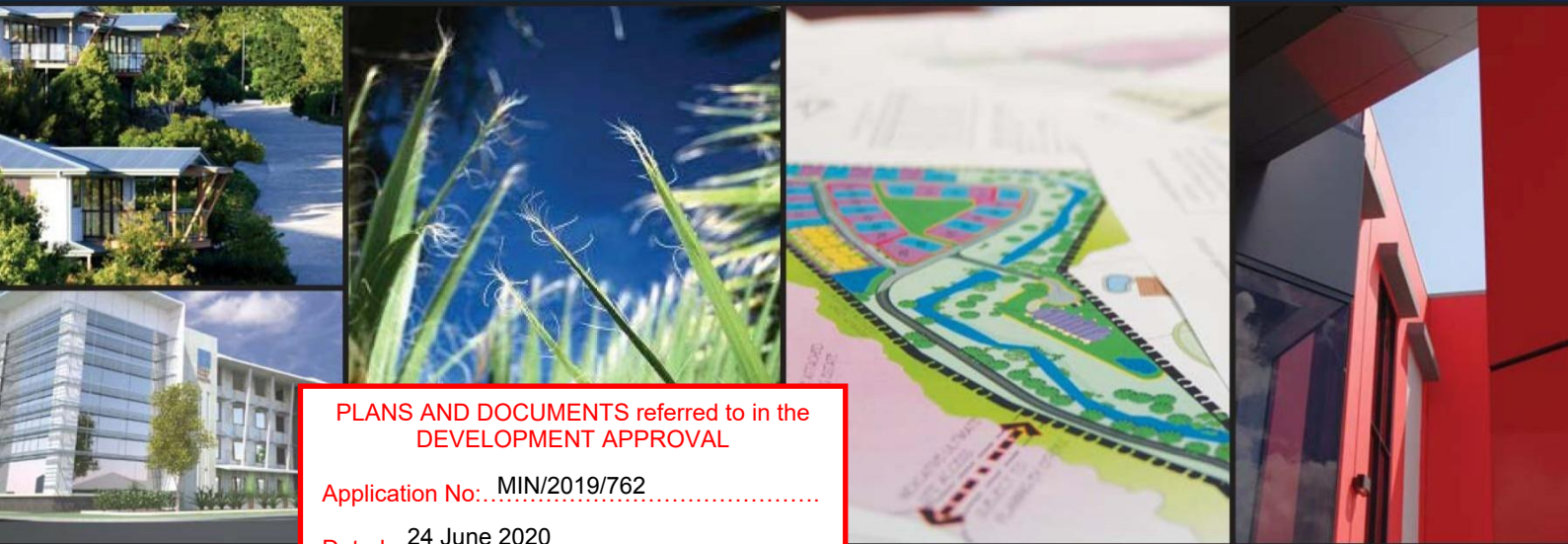
ADDRESS:

60 STAPYLTON-JACOBS WELL ROAD & 82 CHRISTENSEN ROAD,
STAPYLTON QLD 4207 (LOTS 1 ON RP6882 AND 240 ON W31320)

PREPARED FOR:

Frasers Property Pty Ltd

June 2020



PLANS AND DOCUMENTS referred to in the
DEVELOPMENT APPROVAL

Application No: MIN/2019/762

Dated: 24 June 2020

Development shall comply with the
conditions of approval as detailed in the
Decision Notice and Council's Planning
Scheme, Local Laws and Planning Policies



g a s s m a n
**development
perspectives**

project coordination
urban + regional planning
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environmental management
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surveying services
advisory services

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1.0 M38 INDUSTRIAL ESTATE PLACE CODE INTENT

1.1 PLACE CODE INTENT

The M38 Industrial Estate Place Code shall provide opportunities for industrially-related development at a scale that has regional economic significance and shall offer long-term employment benefits to the northern Gold Coast area. Ideally, the M38 Industrial Estate Place Code area ('the site') shall provide a location for the development of a variety of scales of general impact business and industry uses to complement and support the major industries that have, and will continue to, establish themselves in the ultimate precinct designation of the site which is General Business and Industry – Precinct 1 under the Yatala Enterprise Area Local Area Plan (YEA LAP).

Accordingly, the M38 Industrial Estate Place Code, in conjunction with the **enclosed** land-use classification plan creates the following Precincts:

- *Precinct A (Low Impact and Service Industry):* The land-uses promoted within this precinct are generally low impact industrial style uses responsive to the established nature of residential uses located nearby. Whilst more intensive levels of industry are not generally envisaged, they may be suitable subject to appropriate acoustic attenuation measures, strategies and operational measures being implemented to minimise potential detrimental impacts. The allotment sizes envisaged within this precinct are reflective of those that are promoted within Precinct 1 of the YEA LAP.

Strict building and operational restrictions, including building design, building construction and hours of operation and delivery and collection activities, apply to development within Precinct A. The 10metre wide landscaped buffer to be established along the western property boundary of Precinct A shall be established to minimise the potential detrimental impacts of development within Precinct A on the adjoining residential development.
- *Precinct B (General Impact Business and Industry):* The majority of the land-uses promoted in this precinct, which covers the bulk of the developed site, are consistent with those itemised within the Precinct 1 land use designation of the YEA LAP. Those that are not, are industrially related and befit the future development prospects of the site and the YEA LAP generally. The ultimate intent of this precinct is to promote the land uses and allotment sizes that would ordinarily be located within Precinct 1 land located within the YEA LAP. It is also noted that the proposed subdivision lot-size parameters from Precinct 1 of the YEA LAP have been adopted within this precinct.
- *Precinct C (Limited General Impact Business and Industry):* The land-uses promoted in this precinct are similar to that of Precinct B and Precinct 1 of the YEA LAP. This precinct is however responsive to established nearby heavy industrial uses and mindful of likely odour impacts and therefore food industry and related uses are not envisaged within this precinct.
- *Precinct D (Open Space/Reserve):* This precinct is reflective of the land-uses that would otherwise be promoted within the Precinct 6 – Open Space land-use designation of the YEA LAP. All areas within the site that are highlighted as Precinct D are intended to serve as an area of environmental conservation and natural landscape relief compatible with the retention and rehabilitation of vegetation and habitat landscape and/or buffer values. Open space corridors linking adjacent open space areas will be established. Land may be in public or private ownership.

The site area shall be easily accessible from the existing and proposed arterial road system, being Stapylton-Jacobs Well Road and Christensen Road – both of which link to the Pacific Motorway. The site design accommodates for north-south road linkages consistent with underlying connectivity requirements within the YEA LAP.

Proposals under the M38 Industrial Estate Place Code area shall consider the relative proximity of the site to residential neighbours located to the south and the Stapylton landfill located to the east. Accordingly, a high level of screening is encouraged along the eastern portion of the site and relevant acoustic treatments along part of the southern section of the site. Further, attention is given to improving visual appearance and providing high landscape amenity along the Stapylton-Jacobs Well Road frontage. Buildings shall address the street, incorporate articulated exterior walls and rooflines, a mixture of building materials and exterior finishes, and other architectural details or features to enhance the appearance of any structures associated with a business/industry activity.

1.2 BACKGROUND

- 1.2.1 Strategic Considerations:** The M38 Industrial Estate Place Code seeks to activate the industrial land-use potential of 'future industry' land that is included within the YEA LAP. The site is strategically located within/near a cluster of developed industrial uses that are situated within both the 'future industry' and 'general business and industry' precincts of the YEA LAP. Accordingly, the preliminary approval effectively brings forward several preferred land-uses of the site, consistent with surrounding development and the ultimate intent of the YEA LAP.
- 1.2.2 The Site Context:** The site is suitably located within the YEA LAP and shall enable the logical growth of industrial development in the area. This M38 Industrial Estate Place Code recognises the site's strategic position along major roads servicing the Yatala Enterprise Area, namely Stapylton Jacobs-Well Road. The plan provides for appropriate transport connectivity to the north and south, as intended under the YEA LAP. Optimal ecological linkages are also supplied within this Place Code to ensure the ecological priorities of the YEA LAP are also met.
- 1.2.3 The Land Use Classification and Staging Plan:** Please refer to the attached plan no. **5941 P LU 01 Rev B** (Schedule 1) specifying the part of the site that is affected by the M38 Industrial Estate Place Code. It communicates the area of the site that will be developed after taking into account relevant amenity, ecological, stormwater, connectivity and constraint issues. This approach shall also provide an understanding that the purpose of the development is to enable an extension to the Yatala Enterprise Area rather than a land use area in conflict with the ultimate land uses intended for the local area plan.

2.0 APPLICATION OF THE M38 INDUSTRIAL ESTATE PLACE CODE

2.1 APPLICATION

- 2.1.1** The M38 Industrial Estate Place Code applies to all proposed development located within the Place Code area, as indicated in the **Land Use Classification and Staging Plan, Plan No.5941 P LU 01 Rev B**.
- 2.1.2** The Table of Development indicated in **Clause 4.0** identifies the levels of assessment for development occurring within this development area. These tables override all applicable material change of use overlay provisions as contained within the Gold Coast Planning Scheme 2003, as amended.
- 2.1.3** The codes that may be relevant to the assessment of development in this Place Code area are listed in **Clause 5.0**.
- 2.1.4** It should be noted that self assessable development is deemed to be development that is consistent with the intent of this Place Code, and therefore need only comply with the self assessable acceptable solutions of the **M38 Industrial Estate Place Code** contained in **Clause 6.0** and any other acceptable solutions identified in the relevant codes explicitly referred to in **Subclauses 5.1.1 – 5.1.7**.
- 2.1.5.** The definitions of all relevant terms and land uses contained within this Place Code are to be found within **Part 4, Division 1, Chapters 1-3 of the Gold Coast City Planning Scheme 2003, as amended** except as separately defined within **Clause 3.0** of this document.
- 2.1.6.** The operation of this Place Code is guided, where necessary, by the protocols of **Part 6, Division 1, Chapters 2 of the Gold Coast City Planning Scheme 2003, as amended**.
- 2.1.7.** This M38 Industrial Estate Place Code only applies to the specific forms of development outlined within the Table of Development in **Clause 4.0**. All other forms of development are subject to the relevant planning provisions of the Gold Coast City Council, which is currently the Gold Coast Planning Scheme 2003, as amended.

3.0 DICTIONARY

3.1 APPLICATION OF DEFINITIONS

The definitions outlined in Clause 3.2 have been compiled specifically for the M38 Industrial Estate Place Code only. Where applicable, these specific use or development definitions override those contained within **Part 4 Division 1 Chapter 2 of the Gold Coast Planning Scheme 2003, as amended**. For any proposed use that does not comply with these specific definitions, the current use or development definitions contained within the Gold Coast Planning Scheme 2003, as amended apply.

3.2 USE OR DEVELOPMENT DEFINITIONS

Food industry

Premises used for the manufacturing, producing, processing, storing or distributing of food or food related products for human consumption.

Low impact industry

Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring, treating of products and have one or more of the following attributes:

- negligible impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise;
- minimal traffic generation and heavy-vehicle usage;
- demands imposed upon the local infrastructure network consistent with surrounding uses;
- the use generally operates during the day (e.g. 7am to 6pm);
- offsite impacts from storage of dangerous goods are negligible;
- the use is primarily undertaken indoors.

Service industry

Premises used for industrial activities that have no external air, noise or odour emissions from the site and can be suitably located with other non-residential uses.

Industry

As defined in the Gold Coast Planning Scheme 2003 as amended, where not 'low impact industry' or 'service industry' as defined in the M38 Industrial Estate Place Code.

3.3 SPECIFIC USE OR DEVELOPMENT DEFINITIONS EXAMPLES

The following table provides more specific examples of the specific use definitions applicable to the M38 Industrial Estate Place Code.

Column 1 Use	Column 2 Examples include	Column 3 Does not Include the following examples
Low impact industry	- Repairing and servicing motor vehicles, including mechanical components, radiators, electrical components, wheel alignments, exhausts, tyres, suspension or air conditioning, not including spray painting; - Repairing and servicing lawn mowers and outboard engines; - Fitting and turning workshop; - Assembling or fabricating products from sheet metal or welding steel, producing less than 10 tonnes a year and not including spray painting; - Assembling wood products not involving cutting, routing, sanding or spray painting; - Dismantling automotive or mechanical equipment, not including debonding brake or clutch components.	Panel beating, spray painting or surface coating, tyre recycling, drum re-conditioning, wooden and laminated product manufacturing.
Service industry	Audio visual equipment repair, film processing, bicycle repairs, clock and watch repairs, computer repairs, dry cleaning, hand engraving, jewellery making, laundromat, locksmith, picture framing, shoe repairs, tailor.	Small engineer mechanical repair workshop, cabinet making, shop fitting, sign writing, tyre depot

4.0 M38 INDUSTRIAL ESTATE PLACE CODE – TABLE OF DEVELOPMENT

4.1 TABLE OF DEVELOPMENT

Pursuant to s.242 of the *Sustainable Planning Act 2009*, the **Yatala Enterprise Area Local Area Plan Table of Development (as modified)** below, is nominated as the applicable Table of Development. It applies to the area specified within the M38 Industrial Estate Land Use Classification Plan and the specific forms of development outlined. Precincts nominated in this plan and the following tables of development and Place Code are as follows:

- Precinct A (Low Impact and Service Industry)
- Precinct B (General Impact Business and Industry)
- Precinct C (Limited General Impact Business and Industry)
- Precinct D (Open Space/Reserve)

TABLE A – YATALA ENTERPRISE AREA LOCAL AREA PLAN TABLE OF DEVELOPMENT (AS MODIFIED) – MATERIAL CHANGE OF USE

MATERIAL CHANGE OF USE incorporating or not incorporating BUILDING WORK			
Any use not listed in Table A Material Change of Use Table of Development, should be considered undesirable or inappropriate in the Precinct to which the Table of Development applies. Any Material Change of Use not individually listed in the relevant Table of Development will be treated as an Impact Assessable development.			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct A (Low Impact and Service 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 Low Impact Industry Milk Depot Service Industry Take-Away Food Premises Temporary Use Warehouse	Bulk Garden Supplies Caretakers Residence Estate Sales Office Food Industry Industry Manufacturer's Shop Outdoor Storage Area Rural Industry Telecommunications	Motor Vehicle Repairs n.e.i. Salvage Yard Service Station Transport Terminal

MATERIAL CHANGE OF USE incorporating or not incorporating BUILDING WORK Any use not listed in Table A Material Change of Use Table of Development, should be considered undesirable or inappropriate in the Precinct to which the Table of Development applies. Any Material Change of Use not individually listed in the relevant Table of Development will be treated as an Impact Assessable development.			
		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 Rural Industry Telecommunications Facilities n.e.i. Transport Terminal	Motor Vehicle Repairs n.e.i. Salvage Yard
Precinct D (Open Space/Reserve)			
Conservation (natural area management) Low-Impact Telecommunications Facility	Temporary Use	Telecommunications Facility n.e.i.	Agriculture

MATERIAL CHANGE OF USE incorporating or not incorporating BUILDING WORK			
Any use not listed in Table A Material Change of Use Table of Development, should be considered undesirable or inappropriate in the Precinct to which the Table of Development applies. Any Material Change of Use not individually listed in the relevant Table of Development will be treated as an Impact Assessable development.			
Minor Change in the scale or intensity of an existing lawful use			
Park			
Public Utility			

TABLE B – YATALA ENTERPRISE AREA LOCAL AREA PLAN TABLE OF DEVELOPMENT (AS MODIFIED) – OPERATIONAL WORK

OPERATIONAL WORK – CHANGES 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.	

TABLE C – YATALA ENTERPRISE AREA LOCAL AREA PLAN TABLE OF DEVELOPMENT (AS MODIFIED) – OPERATIONAL WORK

OPERATIONAL WORK – ADVERTISING DEVICES			
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: 20m ² b) not on land with frontage to an arterial road or any State-controlled road.	Advertising Devices n.e.i.	

TABLE D – YATALA ENTERPRISE AREA LOCAL AREA PLAN TABLE OF DEVELOPMENT (AS MODIFIED) – OPERATIONAL WORK

OPERATIONAL WORK – INFRASTRUCTURE AND LANDSCAPE WORK			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Minor Landscape Work		Landscape Work n.e.i. Works for Infrastructure	

TABLE E – YATALA ENTERPRISE AREA LOCAL AREA PLAN TABLE OF DEVELOPMENT (AS MODIFIED) – OPERATIONAL WORK

OPERATIONAL WORK – VEGETATION CLEARING			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Vegetation Clearing that:			
	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 alternate solutions to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management are proposed; OR results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height, and alternate solutions to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management	

TABLE F – YATALA ENTERPRISE AREA LOCAL AREA PLAN TABLE OF DEVELOPMENT (AS MODIFIED) – RECONFIGURING A LOT

RECONFIGURING A LOT			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Precincts A & B (Low Impact and Service Industry, General Impact Business and Industry)			
		Results in no lots with an area less than 2,000m ² ;	

RECONFIGURING A LOT			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Precincts A & B (Low Impact and Service Industry, General Impact Business and Industry)			
		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 approved development	
Precinct C (Limited General Impact and Business and Industry)			
		Results in no lots with an area less than one (1) hectare; 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 approved development	
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 approved development	Results in one or more lots with an area less than 20 hectares

5.0 M38 INDUSTRIAL ESTATE PLACE CODE RELEVANT CODES FOR ASSESSMENT

5.1 RELEVANT CODES

References to Relevant Codes

The Codes relevant for development assessment in this Place Code area are listed and contained within **the Gold Coast Planning Scheme and are as follows:**

5.1.1 All proposed development within the site is subject to the **M38 Industrial Estate Place Code**.

5.1.2 Self Assessable Development: The following codes apply to development that is self assessable under the Tables of Development herein (Section 3).

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	2 Advertising Devices 4 Animal Husbandry 10 Caretaker's Residence 24 Office 25 Private Recreation 27 Retail and Related Establishments 34 Temporary Use 36 Vegetation Management	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 8 Flood Affected Areas 10 Nature Conservation 16 Steep Slopes or Unstable Soils

5.1.3 Material Change of Use: The following codes apply to development that is code or impact assessable under the Tables of Development herein (Section 3).

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	4 Animal Husbandry 10 Caretaker's Residence 17 Farm Forestry 20 Kennels 21 Landscape Work 24 Office 25 Private Recreation 27 Retail and Related	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
	Establishments 29 Rural Industry 30 Salvage Yards 31 Service Stations 33 Telecommunications Facilities 39 Works for Infrastructure	10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land

5.1.4 Operational Work – Changes to Ground Level: The following codes apply to development that is self or code assessable Operational Work – Changes to Ground Level under the Tables of Development herein (Section 3).

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	11 Changes to Ground Level and Creation of New Water bodies	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 6 Cultural Heritage (Indigenous) 7 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 16 Steep Slopes or Unstable Soils

5.1.5 Operational Work – Advertising Devices, Landscape Work and Infrastructure:

The following codes apply to development that is code assessable Operational Work – Advertising Devices, Landscape Work or Infrastructure under the Tables of Development herein (Section 3).

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	2 Advertising Devices 21 Landscape Work 39 Works for Infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils

5.1.6 Operational Work – Vegetation Clearing: The following codes apply to development that is code assessable Operational Work – Vegetation Clearing under the Tables of Development herein (Section 3).

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	36 Vegetation Management	2 Bushfire Management Areas 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 16 Steep Slopes or Unstable Soils

5.1.7 Reconfiguring a Lot: The following codes apply to development that is code or impact assessable Reconfiguring a Lot under the Tables of Development herein (Section 3).

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	11 Changes to Ground Level and Creation of New Water bodies 21 Landscape work 28 Reconfiguring a Lot 36 Vegetation Management 39 Works for infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land

- Where a development proposal includes one or more types of development, all of the identified codes must be referred to for each of the components of development.
- Where a number is listed prior to the name of a Code, this Code shall be located in Part 7 of the Gold Coast Planning Scheme.
- Where a number is not listed before the name of a Code, this Code shall be located within this Place Code.

5.2 PERFORMANCE CRITERIA AND ACCEPTABLE SOLUTIONS

The relevant Acceptable Solutions must comply with self assessable acceptable solutions in order to retain self assessable development status. Acceptable solutions outlined in the applicable codes that are not identified as being relevant for self assessable development do not form part of this assessment.

It is desirable that code assessable development comply with the Acceptable Solutions to ensure that each Performance Criterion is met. However, code assessable development may comply with an alternative solution, provided that the alternative solution can be demonstrated to meet the relevant Performance Criterion to Council's satisfaction. Where no acceptable solution is provided for a

Performance Criterion in the code, the development must provide its own solution to meet that particular Performance Criterion.

It is desirable that impact assessable development comply with the Acceptable Solutions to ensure that each Performance Criterion is met. However, impact assessable development may comply with an alternative solution, provided that the alternative solution can be demonstrated to meet the relevant Performance Criterion, to Council's satisfaction. Note that impact assessable development must comply with all relevant planning measures of the whole Planning Scheme. Where no alternative solution is provided for a Performance Criterion in the code, the development must provide its own solution to meet that particular Performance Criterion.

5.3 CONFLICT BETWEEN PLACE CODE AND PLANNING SCHEME

In situations where the Performance Criteria and/or Acceptable Solutions contained in Codes within this M38 Industrial Estate Place Code conflict with the Performance Criteria and/or Acceptable Solutions of a Council Code, the Performance Criteria and/or Acceptable Solution of the Code within the relevant M38 Industrial Estate Place Code shall prevail.

In situations where this Code is silent on matters, the development shall be subject to the provisions contained within the 'Our Living City – Gold Coast Planning Scheme' and its associated policies.

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.

6.3 DEVELOPMENT REQUIREMENTS

M38 INDUSTRIAL ESTATE PLACE CODE

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
DEVELOPMENT THAT IS SELF ASSESSABLE, CODE ASSESSABLE OR IMPACT ASSESSABLE	
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.
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.
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 coverage shall not exceed 70%.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	Precinct D: The maximum site coverage shall not exceed 10%.
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 is achieved through generous building setbacks and high 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 well Road frontage; (ii) 1.5 metres from the secondary frontage; and c) 10 metres from the western boundary adjoining 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 the public open space, and the setback area includes; a) a landscape buffer strip a minimum 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.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	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.
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: a) 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; b) relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided); c) horizontal/vertical articulation of walls at least at 15 metre intervals; d) 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration; e) 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.
VEHICULAR CROSSINGS	
PC7 Vehicular crossings associated with the development must be designed and constructed 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.	AS7 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.
VEHICULAR PARKING	
PC8 On-site vehicle parking is provided to meet expected demand, having regard to:	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

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
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.	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.
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, odour, emissions and dust.	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 prepared in accordance with the Planning Scheme Policy 10 – Guidelines for Preparing Management Plans and Plans of Development.
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;

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	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.
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).
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.
DEVELOPMENT THAT IS CODE ASSESSABLE OR IMPACT ASSESSABLE	
BUILDING HEIGHT	
PC13 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.	AS13 The maximum height of buildings does not exceed 15 metres.
SITING	
PC14 All buildings must be sited to complement the industrial character and the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 - Site Analysis.	AS14 No acceptable solution provided.
PC15 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	AS15 No acceptable solution provided.
PC16 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.	AS16 No acceptable solution provided.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
BUILDING AND LAYOUT DESIGN, SAFETY AND COMFORT	
PC17 Buildings are sited and designed such that suitable external spaces remain available for future expansion of buildings, and internal spaces are of a size and shape suited to variable internal layout, maximum vertical storage and addition of mezzanine floors.	AS17.1 Building shapes are regular so as to provide opportunities for future expansion in different directions, and for flexibility in internal location of activities and equipment. AS17.2 Internal column spacing and column heights are generous (for example, building spans of 18 metres and over, bay spacing of 12-18 metres, and column heights of at least eight metres).
PC18 Buildings are sited and designed to suit climatic conditions.	AS18.1 Wherever practicable, buildings are oriented to the north east to take advantage of summer breezes and winter sun. Western aspects are avoided, wherever possible. AS18.2 Where not air conditioned, buildings incorporate a maximum of openings (ie. louvring, windows, doorways) on eastern walls. AS18.3 Windows are minimised and trees are planted along west walls for protection from hot afternoon sun. AS18.4 Shading devices (ie: large roof overhangs, window hoods/blinds, awnings and verandahs) are attached to buildings on all sides, particularly eastern and western sides. Where possible, shading devices are retractable on northern sides during winter. AS18.5 Semi-enclosed workstations, where relatively strenuous manual labour takes place, are located in the cooler and more ventilated parts of the building.
PC19 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the local character of the YEA.	AS19.1 The massing and proportions of new industrial buildings are consistent with those of adjoining industrial buildings. AS19.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.
PC20 Building design and appearance must be conducive to the safety and comfort of all building users.	AS20.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	AS20.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.
DESIGN OF CAR PARK AREAS	
PC21 All ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.	AS21.1 Significant trees are preserved and incorporated into car parking areas. AS21.2 Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas, at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space. AS21.3 Large car parking areas and all heavy/service vehicle parking are situated to the side or rear of sites. Smaller car parking areas, particularly for short term and disabled parking, may be located to the front of sites. AS21.4 Car parking areas located in frontage setback areas are set back behind a minimum three metre landscaped buffer to the frontages. To reduce their visual impact, front car parking areas may be lowered and mounds incorporated in frontage landscaping.
ADVERTISING DEVICES	
PC22 Advertising signage does not dominate the visual amenity of the area.	AS22 No advertising, freestanding or otherwise, is erected which would be readily visible from the Pacific Motorway of the Gold Coast City Rail Line.
PC23 Signs and other forms of advertising on business/industry premises are kept to a minimum. Any advertising relates directly to the activity/process conducted on the premises, rather than general product advertisements.	AS23.1 There is one sign per premises. Multi-unit developments display a single index sign at the entrance to the development which details each occupant, its activity/process and respective unit number. AS23.2 The design and construction of signs meets the following parameters: a) signs are situated near site entries and are well placed for viewing by pedestrians and drivers; b) free-standing signs have a maximum area of 3m²; c) signs on facades have a maximum area of

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	5m²; d) signs utilise company logos or symbolic representations for quick and easy identification; e) wording on signs is limited to the name, location, business and products of the establishment; f) signs do not utilise fluorescent paints; g) signs do not rotate, flash or move; h) signs are integrated with the form of development and are not visually dominating. AS23.3 All signs are consistent with the provisions for the Industry 2 Domain set out in Specific Development Code 2 – Advertising Devices.
OPEN SPACE/RESERVE AREA	
PC24 In the areas identified as Precinct D (Open Space/Reserve) within the Staging Plan, development is of a limited scale and intensity, compatible with the retention of and rehabilitation of vegetation and habitat, landscape amenity and/or buffer values.	AS24.1 Areas identified as Precinct D (Open Space/Reserve) on the Staging Plan are reserved for conservation and landscape amenity purposes, through: a) Transfer to Council as public open space b) Dedication of a conservation / landscape amenity buffer; or c) Reservation of an area as open space / reserve. AS24.2 Areas identified as Precinct D (Open Space/Reserve) are to be provided in accordance with the following: a) the areas identified as Precinct D as open space will be subject to the application of a statement of landscape intent and/or open space management statement/plan, designed in accordance with Council's Open Space Management and Land Development Guidelines. b) Eventual commitment of the area identified as Precinct D is provided to Council as public open space, in accordance with the requirements of an approved open space management statement/plan and/or rehabilitation management plan. AS24.3 Areas identified within the Precincts D (Open Space/Reserve) including areas identified for revegetation within an approved open space management plan and/or rehabilitation management plan are to be managed in the following manner:

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	a) the land remains largely undisturbed by any buildings, clearing and earthworks; b) the land is provided exclusive of unacceptable hazards such as contaminated land under the Contaminated Land Act 1991 or land subject to geotechnical hazard; c) existing vegetation and natural drainage patterns are retained and rehabilitated, and additional trees planted within a 60 metre wide band utilising local native species; d) the area must be of a physical standard and condition that permits use of the land for its intended purpose, compliments existing adjacent and surrounding public open space areas and provides linkages to other open space areas, where practical; e) the area may form part of the landscape open space areas, associated with individual development proposals; f) the area facilitates appropriate measures for stormwater and flood management and the care of environmental features; g) any parallel roads or services are grouped on one side of the area, to minimise disturbance h) any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the link at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse.
LANDSCAPE DESIGN	
PC25 Landscape design is used to enhance the landscape character of the YEA.	AS25.1 Frontage setback areas are attractively landscaped, including: a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth; b) one metre landscaped area adjacent to building walls facing the street. AS25.2 Planting of shade trees occurs along pathways, throughout car parking areas and within public road reserve, as well as and in any other exposed areas where relief from sun and glare would be beneficial.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	AS25.3 Dwarf walls prevent vehicles breaching landscaped areas along frontages. AS25.4 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads. AS25.5 Landscape Design includes: a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors; b) retention of existing mature vegetation, wherever possible; c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion, especially where proposed development is expected to result in increased volume and velocity of stormwater runoff; d) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries. AS25.6 A minimum ten (10) metre wide north south landscape buffer is provided along the western boundary of the site adjoining the existing residential uses generally as outlined on the Landscape Intent Plan prepared by Gassman Development Perspectives and titled 5941 Landscape Intent Rev C. AS25.7 A minimum of twenty (20) metre wide north south landscape buffer is provided along the eastern boundary of the site (consisting of 10 metre wide 'undisturbed corridor', and 10 metre wide 'works corridor' including earthworks and landscape treatment).

PC26 Potentially obtrusive noise, odour and visual impacts are effectively buffered.	AS26.1.1 Development incorporates landscape buffers, earth mounds and acoustic fencing appropriate to the likely off-site impacts of particular developments. OR AS26.1.2 A landscape buffer to a minimum width of ten metres is provided along the western property boundary where adjoining residential uses to effectively screen development behind.
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC27 The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout the YEA area and its component precincts.	AS27 Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of street lighting and furniture), in accordance with any adopted Council streetscape strategy.
PC28 Public open spaces are developed to enhance their recreational amenity for workers and visitors to the Yatala area and the wider community.	AS28 Individual developments contribute (through works or financial contribution) towards construction of footpaths and cycle ways, seating, picnic facilities, play areas and/or other facilities in existing public open spaces and additional spaces established as a result of the development.
PC29 Landscape design contributes to the creation of a distinctive, memorable and legible town centre, local centres and surrounding suburban areas for YEA.	AS29.1 Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg, views to the mountains or other important landscape elements). AS29.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths. AS29.3 Landscape plantings utilise local native species to promote a distinctive site character.
PC30 Open space and pedestrian areas are to be designed to be both functional and safe.	AS30 Development is designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic, public and semi-public spaces, pedestrian and cyclist paths, car parking areas and building entrances.

PC31 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area, and any adjoining residential or public open space areas.	AS31 The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.
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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS															
LOT SIZE (FOR SUBDIVISION ONLY)																
PC32 All lots are to be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent. The number of allotments within Precinct C is controlled to minimise the number of premises exposed to any environmental nuisance from nearby landfill and associated heavy industrial uses.	AS32.1 Any new lots created are sized in accordance with the following schedule: <table><tr><th>Precinct</th><th>Min Area</th><th>Ave Area</th></tr><tr><td>A</td><td>2000m²</td><td>1 hectare</td></tr><tr><td>B</td><td>2000m²</td><td>1 hectare</td></tr><tr><td>C</td><td>1 hectare</td><td>1 hectare</td></tr><tr><td>D</td><td>20 hectares</td><td>20 hectares</td></tr></table> AS32.2 The number of allotments and tenancies located within Precinct C is minimised.	Precinct	Min Area	Ave Area	A	2000m ²	1 hectare	B	2000m ²	1 hectare	C	1 hectare	1 hectare	D	20 hectares	20 hectares
Precinct	Min Area	Ave Area														
A	2000m ²	1 hectare														
B	2000m ²	1 hectare														
C	1 hectare	1 hectare														
D	20 hectares	20 hectares														
PC33 Allotments prior to development have suitable topography for industry.	AS33 Industrial allotments generally have a ground slope not greater than 10%, and access ways associated with battle axe allotments generally have a ground slope not greater than 16%.															

PC34 Allotments are of regular shapes suited to the intended uses, and allowing design flexibility, efficient development and access.	AS34.1 Development generally incorporates all of the following features: a) allotments that are rectangular shapes; b) allotments which have frontage to depth ratios between 1:2 and 1:4. OR AS34.2 Alternative allotment shapes are provided where warranted, due to: a) the special site requirements of particular industries; and/or b) exceptional physical constraints. OR AS34.3 The development incorporates a small proportion of battle axe allotments, where particular industries have special requirements for square or long and narrow sites. (Battle-axe allotments are useful for creating allotments of such shapes, as well as reducing road frontage construction costs and providing appropriate sites for visually offensive industries.).
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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC35 Allotments are oriented to suit climatic conditions.	AS35 Allotments are arranged in a manner that maximizes the number of allotments oriented to the north east to take advantage of breezes and enable optimal building orientation for energy efficiency and use of natural lighting.
PC36 Reconfiguration of land incorporates open space provision in a way which takes account of the location and attributes of the site and its surrounds, and the need to set aside certain areas for purposes such as: a) conservation of vegetation/habitat; b) retention of creek corridors and natural drainage patterns; c) provision of pedestrian/cycle linkages and recreational facilities; and/or d) creation of landscaped entrances, focal points and streetscape.	AS36.1 Where reconfiguration takes place, an area of up to 10% of the site is provided as open space. This open space is set aside for public park or conservation purposes, developed with pathways and/or recreational facilities, landscaped and/or rehabilitated to its natural state. AS36.2 Reconfiguration proposals incorporate a plan showing street planting to be undertaken. Planting themes contribute to the overall streetscape character of the estate.
PC37 Reconfiguration may take place in the form of Community Title subdivision, allowing for sharing of space, facilities and services, while at the same time ensuring allotments created are suited to the intended businesses/industries.	AS37 Community Title subdivisions within Precincts A-C (Industrial) are provided, which: a) are consistent with the Acceptable Solutions for PCs 32-36; b) generally maintain a minimum lot size of 100-200m² within a minimum overall site area of 2,000m²;

	c) are not used for heavy manufacturing, metal/food processing, or noxious, offensive or hazardous industries.
ROAD DESIGN	
PC38 Roads are provided so as to form a road hierarchy, with each road serving a particular function according to the intended land use characteristics of the estate, expected traffic volumes and types, and external existing and future road linkages to anticipated development on adjoining lots.	AS38.1 Concept plans submitted with reconfiguration and/or development applications identify all roads proposed to be upgraded and/or newly constructed and their intended function within a road hierarchy. AS38.2 Concept plans submitted with reconfiguration and/or development applications identify road connections with adjacent allotments that will promote connectivity; and AS38.3 Proposed road hierarchies are generally consistent with the conceptual road hierarchy identified on the Land Use Classification and Staging Plan.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC39 The width, pavement, curvature, sight distances, intersections, turning radii and design features of roads convey the particular function of each road with the hierarchy mentioned in AS33.3, and reflect the nature of traffic management. In particular, road design ensures the safe movement of heavy articulated vehicles.	AS39.1 Road design and construction is in accordance with Planning Scheme Policy 11 - Land Development Guidelines and the Table to this Acceptable Solution. AS39.2 Distances between intersections are not less than 60 metres. AS39.3 Streets intersect at right angles, or as near as topography or other limiting factors permit. AS39.4 Various vehicle control devices are used to regulate traffic speed and enhance pedestrian safety (such as traffic lights and illuminated pedestrian crossings). AS39.5 Paving surfaces, landscape treatment and signage are used to define entrances to the estate and joint use areas within the estate AS39.6 Road pavements are designed and constructed for long life, hard wearing and suitability to the load capacity of expected vehicles. AS39.7 Median strips, roundabouts and footpaths are to be aesthetically treated and planted and paved accordingly; and AS39.8 The design of road networks avoids the use of

	culs-de-sac.
PC40 The alignment of roads reflects the physical land characteristics, and provides adequate drainage and safety.	AS40.1 Road drainage is designed and situated along natural drainage courses. AS40.2 Road grades are established to avoid excessive grading, indiscriminate removal of ground cover and tree growth, and unnecessary topographical levelling.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC41 A network of pedestrian paths and cycleways is provided which considers: a) expected levels of pedestrian and cyclist activity; b) linkages between public transport, major employment activities, and parks; c) recreation opportunities along open space corridors; d) safe integration of users and vehicles, particularly at intersections; e) provision of bicycle end-of-trip facilities.	AS41.1 Footpaths are provided as follows: a) on both sides of all future major industrial roads. b) as specified in any relevant Council adopted strategy. AS41.2 Paths are designed and constructed in accordance with Council standards and AUSTROADS Part B. AS41.3 Features such as signs, road markings, lighting, paving, bollards and street furniture are provided to enhance the safety and amenity of foot/cycle paths. AS41.4 Bicycle end-of-trip facilities are provided in accordance with the requirements outlined in the Table to Acceptable Solution AS41.4.
PC42 The road network is designed to accommodate the extension and integration of the public transport system, with accessible linkages and routes and stops providing for passenger comfort without obstructing traffic flow.	AS42 For major industrial roads, constructed to a Industrial Collector standard, a minimum 3.5m parking lane is to be line marked and maintained to allow for future bus routes/stops.
SITE ACCESS	
PC43 Site access is designed and constructed to provide for the safe ingress/egress of vehicles to the site.	AS43 Vehicular access to the site is designed and constructed in accordance with Council, Department of Main Roads and AUSTROAD standards, and/or the following minimum requirements: a) comprises a single vehicular driveway (entrance/exit), wherever possible; b) is not closer than ten metres to an intersecting street on the same side of the street; c) provides a minimum sight distance of 110 metres;

	d) shares adjoining property access driveways, wherever possible; e) always enters the street at right angles; f) where the site has frontage to two roads, access is taken off the secondary/minor road, if possible; g) where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and sign posted.
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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC44 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.	AS44 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.
PC45 Provision is made for safe pedestrian and disabled access.	AS45.1 Pedestrian paths designed for disabled access are provided between building entrances, public footpaths and car parking areas. AS45.2 Pedestrian paths are separated from vehicular driveways.
AMENITY PROTECTION	
PC46 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.	AS46 No acceptable solution provided.
PC47 The proposed development 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 existing impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy;	AS47 No acceptable solution provided.

h) odour and emissions; i) dust; and j) vibration.	
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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
URBAN/RURAL USE CONFLICTS	
PC48 Conflicts between urban and rural uses are to be avoided by effective development design.	AS48 The development of land adjacent to the agricultural character areas includes a suitable buffer.
EXTRACTIVE INDUSTRY	
PC49 Extractive industry operations are managed to make effective use of the extractive resource, while containing any impacts on the subject site.	AS49 The extractive industry is managed and developed consistent with the Extractive Industry Domain Place Code.
ON-SITE VEHICLE PARKING AND MOVEMENT	
PC50 Internal driveways are provided for safe and easy maneuvering of vehicles.	AS50.1 Internal driveways are designed and constructed to enable all vehicles to enter and exit the site in a forward motion. AS50.2 Minimum driveway widths are as follows: a) eight metres to accommodate non articulated vehicles; b) ten metres to accommodate articulated vehicles; c) 4.5 metres for one-way driveways.
PC51 On-site vehicle parking is located: a) to allow easy access to building entrances; b) to provide visitor spaces for short term/high turnover use clearly visible from the street and signposted accordingly; c) to be adequately screened from the street; d) compatible with surrounding development and, where possible, facilitating shared use with adjacent land users.	AS51.1 In areas where visual amenity is important and/or where relatively large amounts of parking are provided, parking areas are generally situated to the rear or side of the site. In particular, employee parking is situated at the rear of the site, with staff entrances at the rear of the building. AS51.2 Some parking may be located toward the front of the site convenient to the street, provided it is behind landscaping strips and treated aesthetically. AS51.3 Short term/high turnover visitor parking and disabled parking spaces are located close to the main building entrance and clearly signposted. AS51.4 Driveways and parking areas may be constructed to property boundaries and linked to adjoining car parking areas. Similarly, loading areas may be located to facilitate shared turning areas across property boundaries.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
LOADING AND UNLOADING	
PC52 All loading and unloading activities take place onsite.	AS52 Loading docks are located in the side or rear portions of the site, separate from public/visitor parking and access points, and screened by vegetation or walls to avoid public view.
PC53 Adequate provision is made for on-site manoeuvring of service vehicle/s.	AS53.1 On sites over 4,000m² and/or where the uses thereon involve regular servicing by service vehicle/s, on-site service areas are provided. On-site service areas comprise an area of land with an appropriate hard surface to enable a service vehicle/s to turn around within the site (based on standard design turning templates given by AUSTROADS AS 2890.1, 2890.2), and space for additional service vehicle parking and storage requirements. AS53.2 It may be acceptable for two or more developments to share service vehicle/s turning areas.
SITE SERVICING	
PC54 The design and provision of water, stormwater drainage, sewerage, electricity, gas and communications networks meets the needs of industry and business, and provides an orderly and economic progression of service development in the region.	AS54.1 The design and supply of water, stormwater drainage, sewerage, electricity, gas and communication services is in accordance with the requirements of Planning Scheme Policy 11 – Land Development Guidelines and the responsible authority (eg. Telstra, Queensland Electricity Boards, and Queensland Emergency Services). AS54.2 Car park entrances and ramps, loading docks and access ways are minimised, suitably designed and treated to ensure that they do not adversely impact on the streetscape and adjoining development.
PC55 Conflicts between pedestrians and vehicles at entrance points to parking areas are to be minimised.	AS55.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function. AS55.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC56 Development is to be designed to support the functional operation of the cycle network.	AS56 Development is designed to support the functional operation of the local and regional cycleway system. (Local cycle ways will be determined at time of subdivision of each development.)
PUBLIC CONVENIENCE FACILITIES WITHIN BUILDINGS	
PC57 Commercial developments are to include public convenience facilities, where there is a need for their provision.	AS57 Where provided, public toilet facilities are open and readily accessible to the general public during retail trading hours or other trading hours relevant to the development.

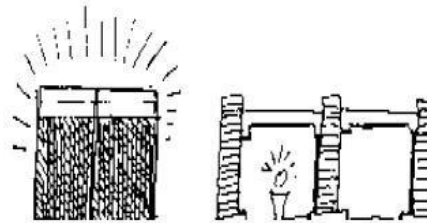
M38 INDUSTRIAL ESTATE

Figure to Acceptable Solution AS5.1

Negative Fences

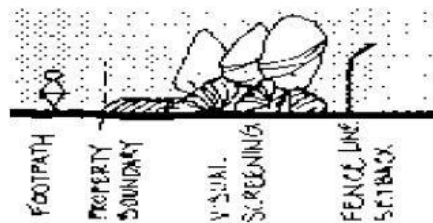


High security fencing on street alignment dominated streetscape.

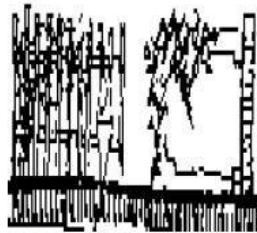


Chain fencing has a prison-like effect and is highly reflective. Height barriers can be visually intrusive.

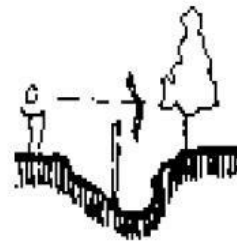
Positive Fences



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.

M38 INDUSTRIAL ESTATE

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		

M38 INDUSTRIAL ESTATE

SCHEDULE 1:

M38 INDUSTRIAL ESTATE - LANDUSE CLASSIFICATION AND STAGING PLAN



LEGEND
Site Area: 73.67Ha

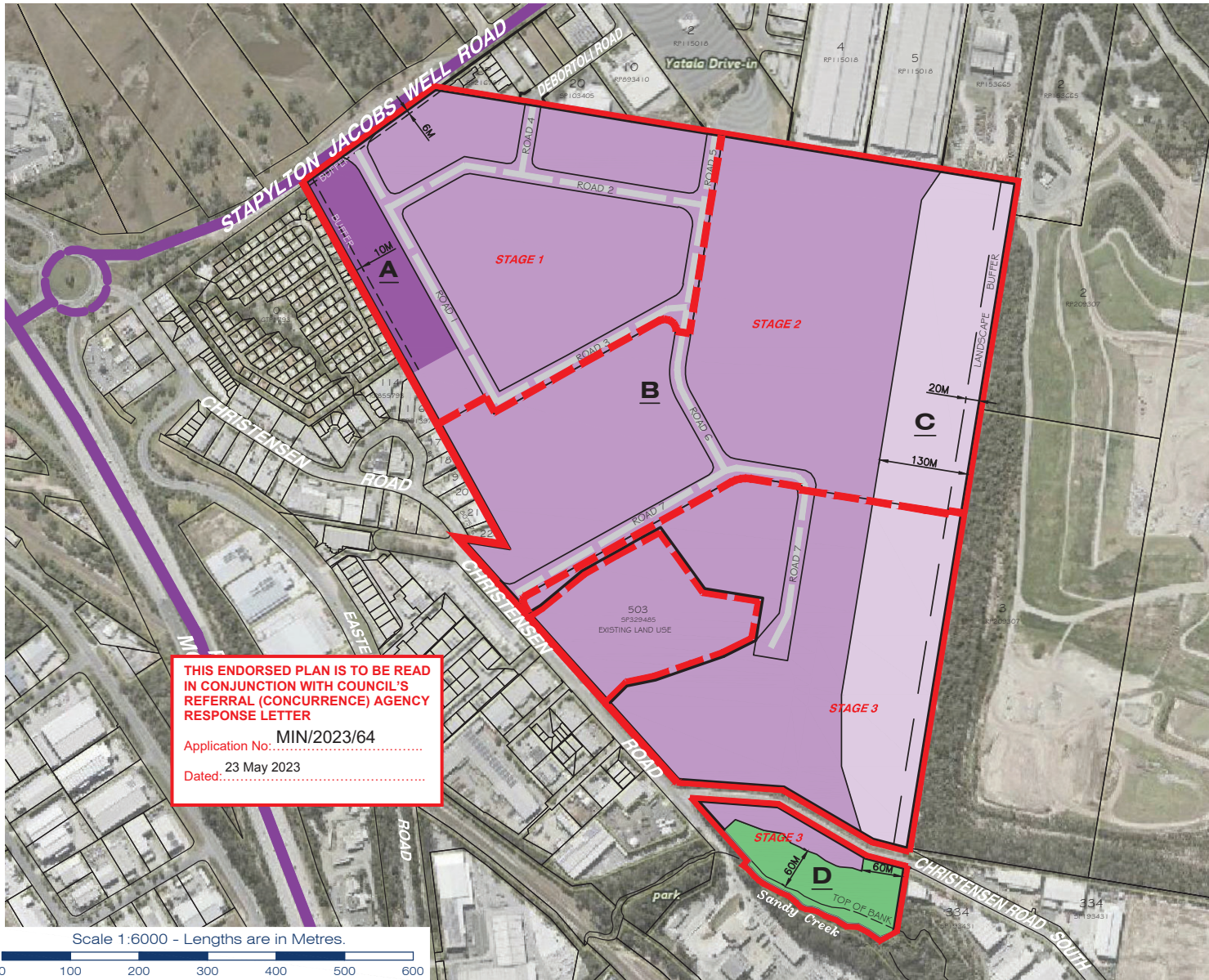
- Limit of Application
- Stage Boundary
- Major State controlled Roads
- Possible future industrial collector road

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



planning | environment | landscape | engineering | survey

T: 3807 3333 | F: 3287 5461 | www.gassman.com.au

Gold Coast & Logan | 76 Business Street, Yatala QLD | PO Box 392, Beenleigh 4207

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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All dimensions are approximate only and subject to survey.

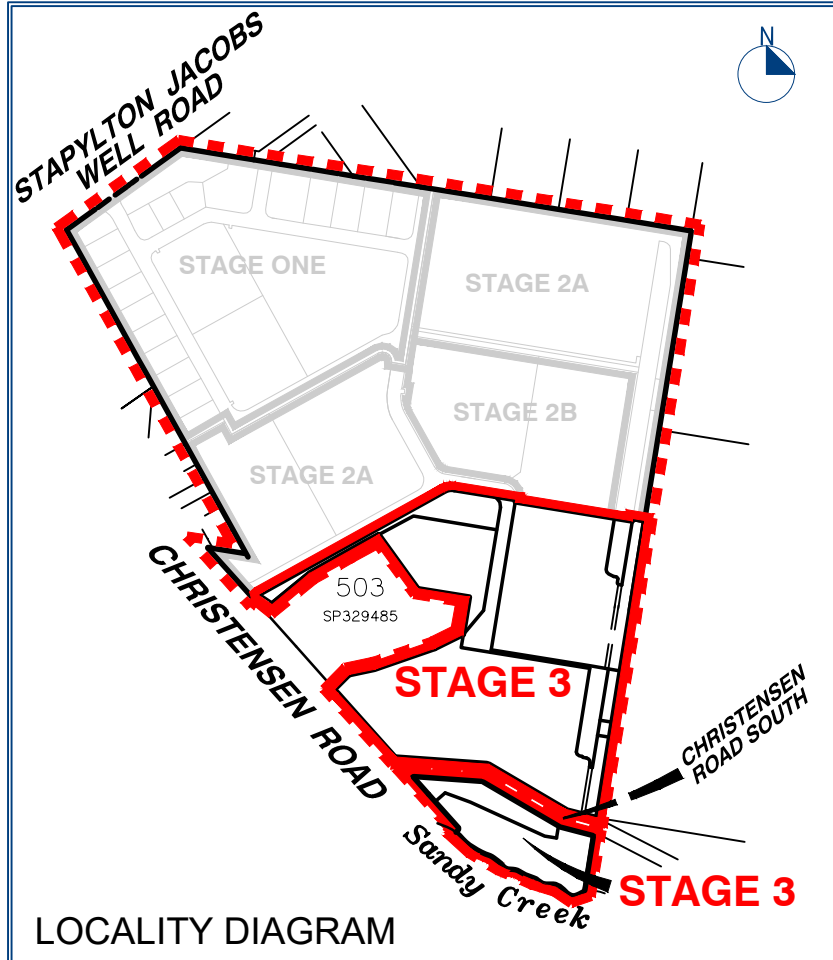
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Drawing Title:

Land Use Classification
and Staging Plan

Drawing No:
5941 P LU 01

Revision No:
C



LOCALITY DIAGRAM

LEGEND

- LIMIT OF APPLICATION
- STAGE 3 BOUNDARY

PLEASE NOTE:
ALL NEW ROADS, DRAINAGE AND SERVICES INFRASTRUCTURE TO BE DEDICATED TO COUNCIL OF THE CITY OF GOLD COAST.

DEVELOPMENT SUMMARY				
Total Site Area 69.058Ha				
LOT YIELD	STAGE AREA	APPROX. AREA & LENGTH OF NEW ROAD	DRAINAGE RESERVE LOTS	
STAGE 3	4 Lots	19.81 ha	7139 m ² 256m	2

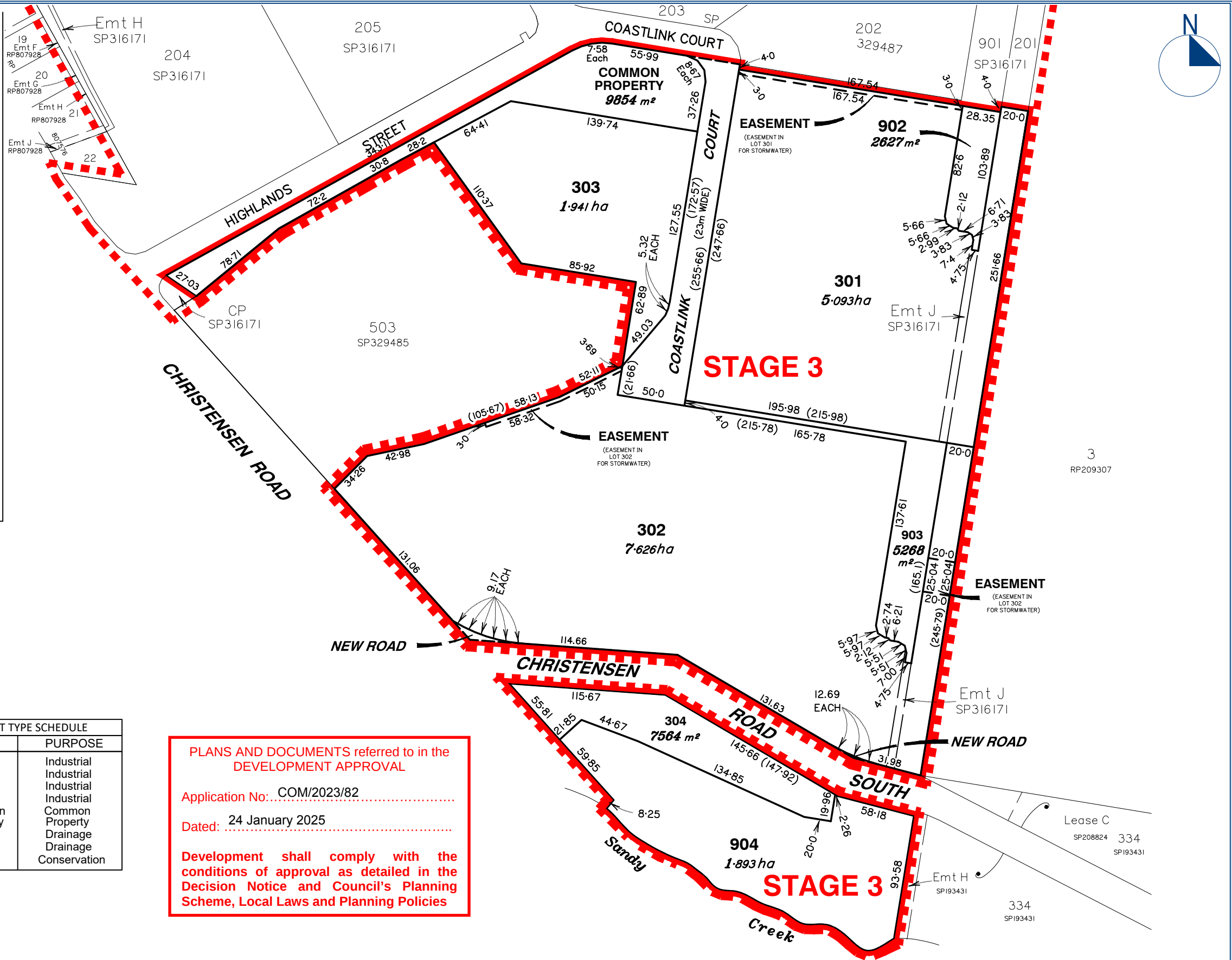
LOT TYPE SCHEDULE	
LOT	PURPOSE
301	Industrial
302	Industrial
303	Industrial
304	Industrial
Common Property	Common Property
902	Drainage
903	Drainage
904	Conservation

PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL

Application No: COM/2023/82

Dated: 24 January 2025

Development shall comply with the conditions of approval as detailed in the Decision Notice and Council's Planning Scheme, Local Laws and Planning Policies



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Gold Coast | 76 Business Street, Yatala QLD | PO Box 392, Beenleigh 4207

Scale at A3:		1:3000		
Date:		04-12-23		
Design:		MG		
Drawn:		SH		
Checked:		MG/AWG		
E	04/12/2023	UPDATE ROAD NAME	SH	FG
D	13/10/2023	DIMENSION EMTS	SH	FG
C	20/09/2023	LOT USE TABLE	SH	FG
B	05/07/2023	LOT AMENDMENTS	ML	AWG
A	13/03/2023	Revised Lot 902, 301, 304, 904	SJH	AWG
-	02/02/2023	ORIGINAL ISSUE	SJH	AWG
Issue	Date	Description	DRN	CHK

Project:

VantageYatala

Client:



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Drawing Title: Proposed Staged, Community Title Scheme Reconfiguration of Land Lots 301- 304, 904, Common Property, Drainage Reserves (Lots 902 & 903) & New Road
CANCELLING LOT: 505 on SP316171
LOCATION: 60 Stapylton Jacobs Well Road, Stapylton QLD
Drawing No: 5941 P STAGE 3 001
Revision No: E