

PART 2
SUPPORTING DOCUMENTS

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PART 2.1
TOWN PLANNING REPORT

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Forward – Planning Report Structure and Approach

This report has been prepared having regard to the Queensland Government's DA forms guide: Planning Report template, July 2017 which:

- *prepares a 'report-by-exception' approach;*
- *discusses only the key matters where the proposed development does not exactly meet the requirements of, or conflicts with, the planning scheme or other planning instrument; and*
- *where required, puts forward an alternative outcome to the planning scheme outcomes, or other relevant matters that are assessed under section 45 (5) of the Planning Act 2016*

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Development Application Package

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1. Executive Summary

This town planning report has been prepared on behalf of Wim Architects Pty Ltd ***(Applicant)*** in support of a Material change of use for Low impact industry and Showroom at 60 Kortum Drive, Burleigh Heads, described as Lot 20 on RP217867.

The subject site is located within a Low impact industry zone. In accordance with Table 5.5.9: MCU – Low impact industry zone (where not in a precinct) supporting City plan Version 13, Low impact industry is Accepted subject to requirements, while Showroom is unlisted and therefore triggers impact assessment.

This town planning report has assessed the proposed development against the relevant planning instruments triggered by the City Plan and all associated codes. In addition, a thorough and robust assessment against the Strategic Framework has been undertaken.

This proposal seeks approval for the establishment of a new BYD service centre and dealership, intended to replace the former mycar service centre and Proud Poppy Clothing Shop, which previously utilised the subject site.

The proposal involves the adaptive reuse of an existing industrial building, with minimal modifications required. The proposed use does not compromise the long-term industrial intent or viability of the site, with the Showroom land use being complimentary to the reestablished Low impact industry land use. Furthermore, assessment against the relevant benchmarks demonstrates that potential planning impacts, including car parking, will be appropriately managed on-site.

It is contended that the proposed land use is an efficient and viable development and is appropriately located within the subject site. Furthermore, the size and nature of the proposal is entirely consistent with the character of the locale, and it is considered that the proposal warrants favourable support from Council.

2. Summary

2.1 Development application details

Application	Development permit for Material change of use
Category of Assessment	Impact assessment
Development proposal	Low impact industry and Showroom
Property address (Real property description)	60 Kortum Drive, Burleigh Heads (Lot 20 on RP217867)
Site area (m^2)	1,512m²
Assessment manager	Council of the City of Gold Coast
Associated current approvals	N/A
Applicant details	Wim Architects Pty Ltd C/- Ultimate Planning Solutions

2.2 Planning instrument details

State planning policy (SPP) Assessment Benchmark Mapping	Not applicable. All relevant SPP matters addressed by Gold Coast City Plan (Version 13)
SEQRP land use category designation	Urban Footprint
SARA DA Trigger	*Planning Regulation 2017*, Schedule 10, Part 9, Division 4, Subdivision 2, Table 4—Material change of use of premises near a State transport corridor or that is a future State transport corridor
Infrastructure Referral Trigger	*Planning Regulation 2017*, Schedule 10, Part 9, Division 2, Table 2—Material change of use of premises near a substation site or subject to an easement
EPBC Protected Matters mapping	The site is not affected by mapping
Planning scheme	Gold Coast City Plan Version 13
Category of assessment	Material change of use: ○ Impact assessment
Zone	Low impact industry
Precinct	Not applicable
Applicable overlays	- Acid sulfate soils overlay - Airport environs overlay - Environmental significance overlay - State controlled roads, rail corridor and transport noise corridors overlay

3. Site details

3.1 Site description

Existing number of lots	One (1) allotment
Topography and views	The site is relatively flat.
Vegetation	No vegetation present on site
Existing land use	Low impact industry and Shop
Frontage and access	Dual frontage (32m to Kortum Drive and 43m to Ramly Drive). Access is provided via two (2) verge crossings, one to each street, with an internal driveway connecting the two.



Figure 1: Aerial imagery of site (source: Nearmap)



Figure 2: Streetscape view of subject site

3.2 Context and surrounding land-uses

Context	The subject site is located within the Low impact industry zone, forming part of a broader industrial precinct located to the south of Reedy Creek Road (State controlled road). The surrounding area supports a mix of commercial and light industrial activities, typically accommodated within industrial units similar in form to the subject site. These include Showrooms at 64-66 Kortum Drive (Gold Coast Boating Centre), 82-84 Kortum Drive and 3 Leda Street (Hinterland Caravans), and 86-88 Kortum Drive (Supercheap Auto). Beyond the Low impact industry area in the immediate surrounds, the subject site is located in close proximity to the Community facilities zone to the east and west, the Special purposes zone to the east, the Mixed use zone (Fringe business precinct) to the east, and the Conservation zone to the south. Refer to the local analysis displayed in the figure below.



Figure 3: Subject site and surrounding zoning

North

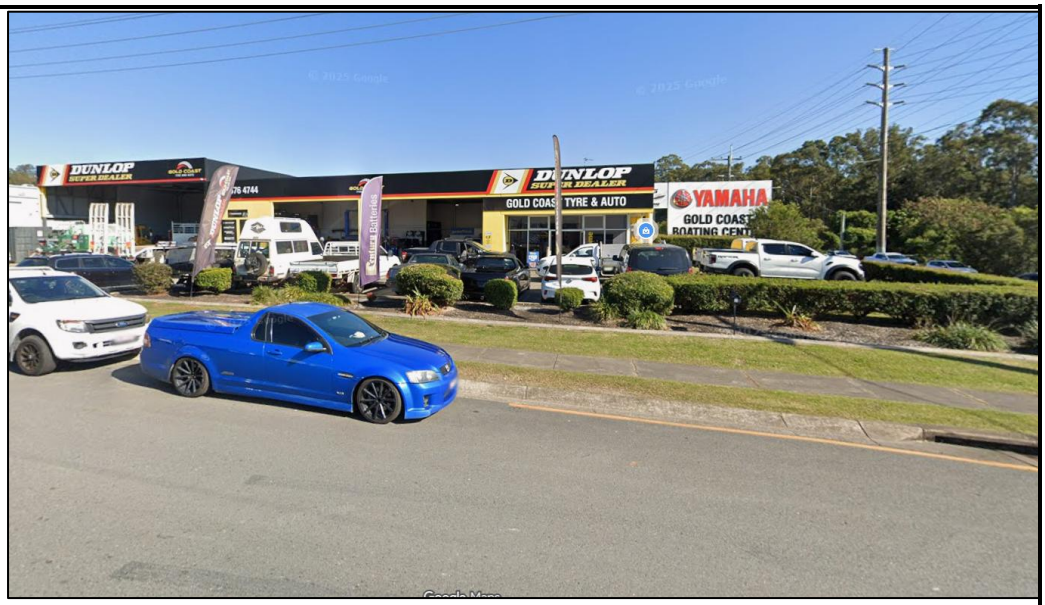
North of the site is Reedy Creek Road, which is separated from Kortum Drive by a powerline and a swale.

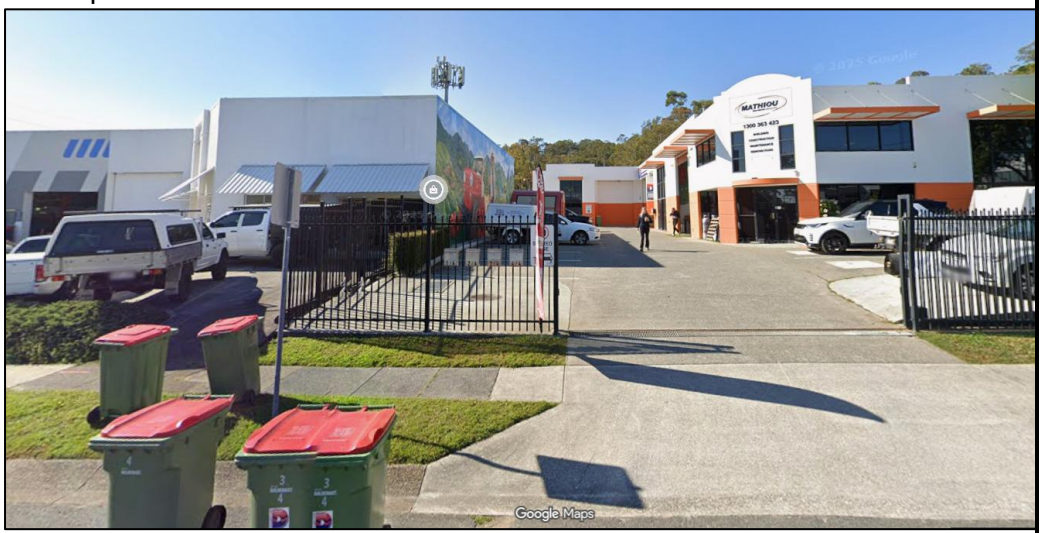


Figure 4: Northern interface to subject site (Google Streetview)

West

To the west of the subject site is 1 Ramly Drive. The site is improved by a Low impact industry for a service centre.

	 ***Figure 5: 1 Ramly Drive (Google Streetview)***

South	To the south of the site is 4 Ramly Drive, which has a common side boundary with the subject site. The site is currently improved by a Warehouse development.  ***Figure 6: Interface between subject site and 1 Ramly Drive (Google Streetview)***

East	To the east of the site is 58 Kortum Drive, which has a common side boundary with the subject site. The site is currently a vacant lot.



Figure 7: Interface between subject site and 58 Kortum Drive (Google Streetview)

3.2.1 Local area analysis

As mentioned above, the surrounding area contains a mix of commercial and low impact industrial uses, generally accommodated in industrial-style buildings similar to the subject site. The subject site forms part of this precinct, which includes a concentration of vehicle-related activities such as mechanical workshops and other automotive businesses.

Several Showrooms, including Gold Coast Boating Centre, Hinterland Caravans, and Supercheap Auto, are also located along Kortum Drive within the Low impact industry zone.



Figure 8: Existing Showrooms along Kortum Drive (Nearmap)

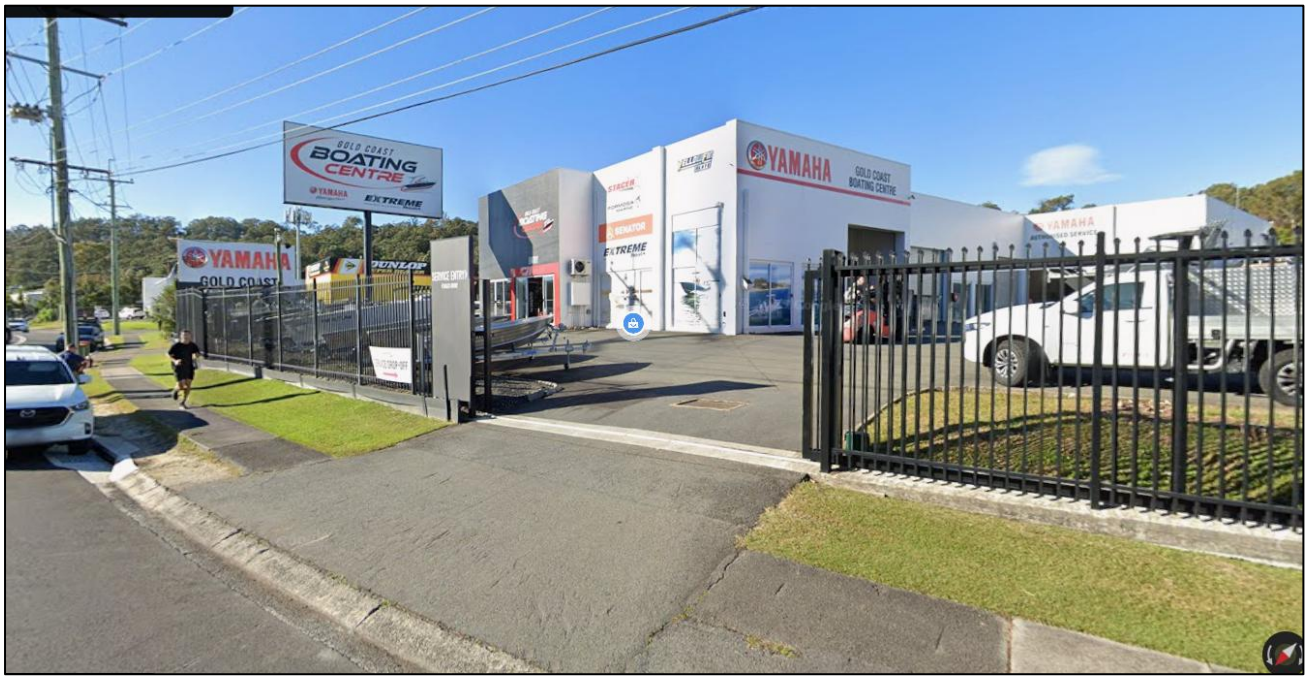


Figure 9: Gold Coast Boating Centre – 64-66 Kortum Drive (Google Streetview)

Showrooms at 64-66 Kortum Drive (Gold Coast Boating Centre), 82-84 Kortum Drive and 3 Leda Street (Hinterland Caravans), and 86-88 Kortum Drive (Supercheap Auto).



Figure 10: Hinterland Caravans – 82-84 Kortum Drive (Google Streetview)



Figure 11: Supercheap Auto - 86-88 Kortum Drive (Google Streetview)

3.3 Service Infrastructure

The site benefits from access to the existing water and sewer connections. There is a sewer main running along the rear boundary of the site.



Figure 12 Excerpt from infrastructure mapping (source: COGC infrastructure mapping).

4. Proposed development details

As further detailed below, the proposed development comprises a Material change of use for a Low impact industry and Showroom.

4.1 Summary of development

Proposed land-use	Low impact industry and Showroom
Site access	60 Kortum Drive, Burleigh Heads
Building height and storeys	6.52m *existing*
Setbacks	Front (north) – 9.2m Front (west) – 8m Side (east) – nil Side (south) – nil
Site cover	46.2%
Parking spaces	Total: 14
Gross floor area	761m^2
Total use area	Showroom – 241.28m^2 Low impact industry – 294.19m^2
Servicing	Space in driveway to accommodate articulated vehicle (restricted movement allowed).
Waste	Existing waste servicing will be maintained (two bulk bins)

4.2 Outdoor sales overview

This application is made in the interest of gaining a development permit from City of Gold Coast for a Low impact industry and Showroom for the new BYD service centre and dealership.

4.2.1 Proposed layout

The proposal seeks to facilitate the adaptive reuse of the existing industrial building on-site for the purpose of a showroom and service centre for BYD. Only minor building works are proposed, with a 3m^2 increase to the storage area on the northern side of the building, and a 39m^2 increase to the mezzanine level. All other aspects of the building remain as approved.

The northern section of the building is proposed to be used for the Low impact industry land use, accommodating the BYD service centre. This section of the building was previously used for the mycar service centre, resulting in minimal changes being required (reconfiguration of equipment and equipment storage).

The rear of the building is proposed to be used for the Showroom land use, and has been internally reconfigured to allow the display and manoeuvrability of large products. The primary customer interface will occur within the Showroom section of the site. A 39m^2 increase is also proposed to the mezzanine area, with the increased size providing for an ancillary staff room and office space to support the administrative operations associated with the use.

The building is located along the southern and eastern sections of the site, with the remaining areas used to provide 14 parking spaces and vehicular circulation. The site accommodates deliveries internal to the Showroom, while the road layout allows for a direct path of travel between the two driveways, enabling servicing to occur in a forward direction.

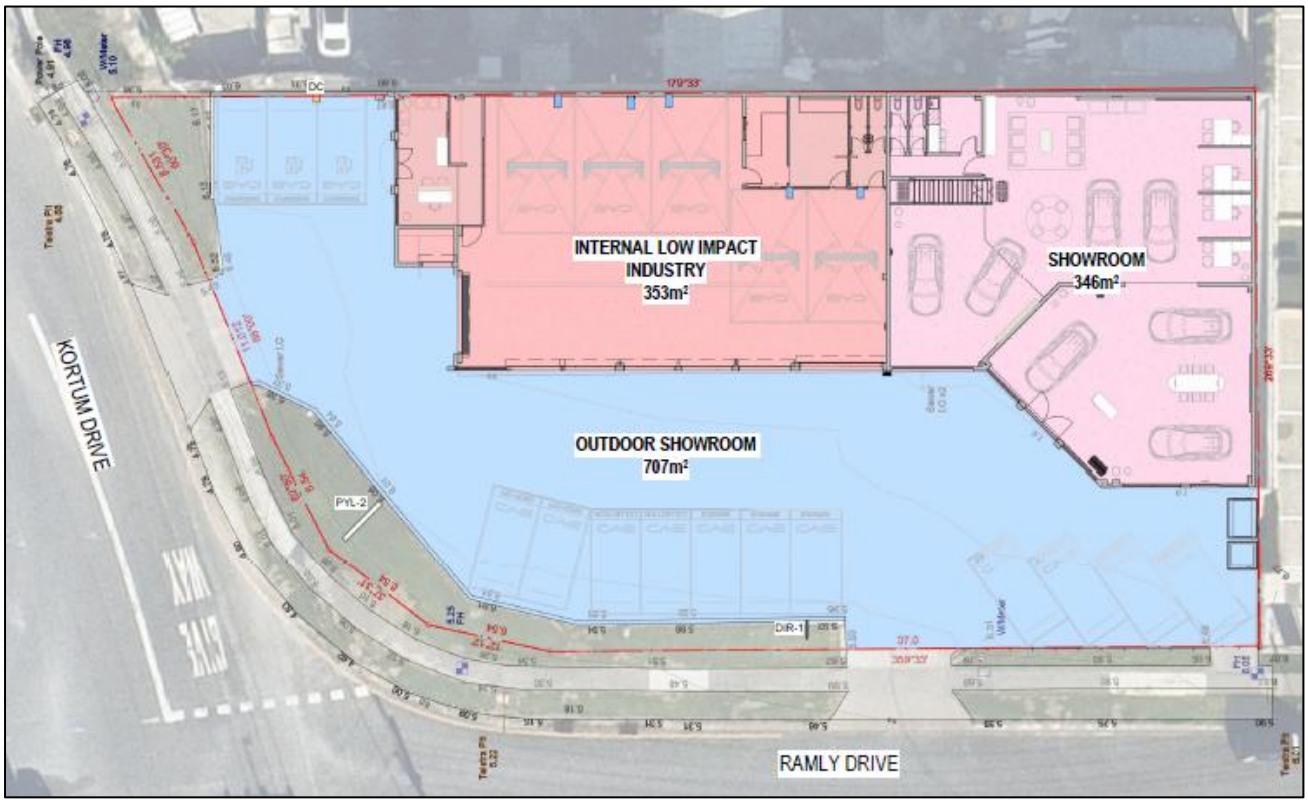


Figure 13 Ground floor layout (Wim Architects)

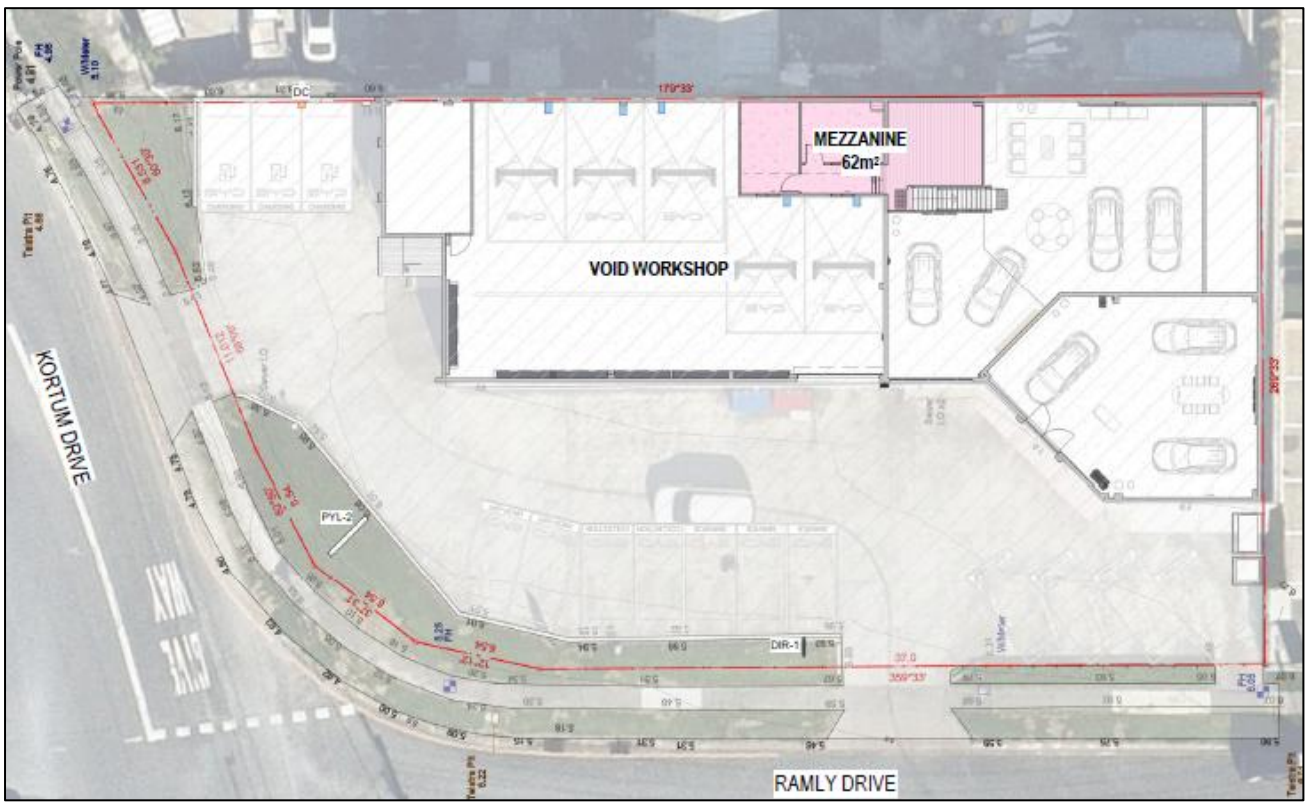


Figure 14 Mezzanine level layout (Wim Architects)

4.2.1 Proposed façade

Although the changes to the building footprint are limited, the development proposes some noticeable changes to the façade in terms of materiality and openings, helping to accommodate the branding and changed internal layout. Despite the uniform colouring, the development incorporates a varied materiality, providing visual interest in the façade, within a contemporary industrial context. The ribbed upper band provides a crowning effect on the building, with the frequent openings and windows breaking the length of the façade. The design of the building utilises this articulation to promote visual interest to the surrounding streetscape, while retaining a building appearance that is consistent with the expectations for an industrial land use.



Figure 15 Façade detail (Wim Architects)

4.2.2 Car parking and servicing

Car parking

The proposed development comprises a Total use area (TUA) of approximately 241m^2 for the Showroom, and 294m^2 for the Low impact industry land uses.

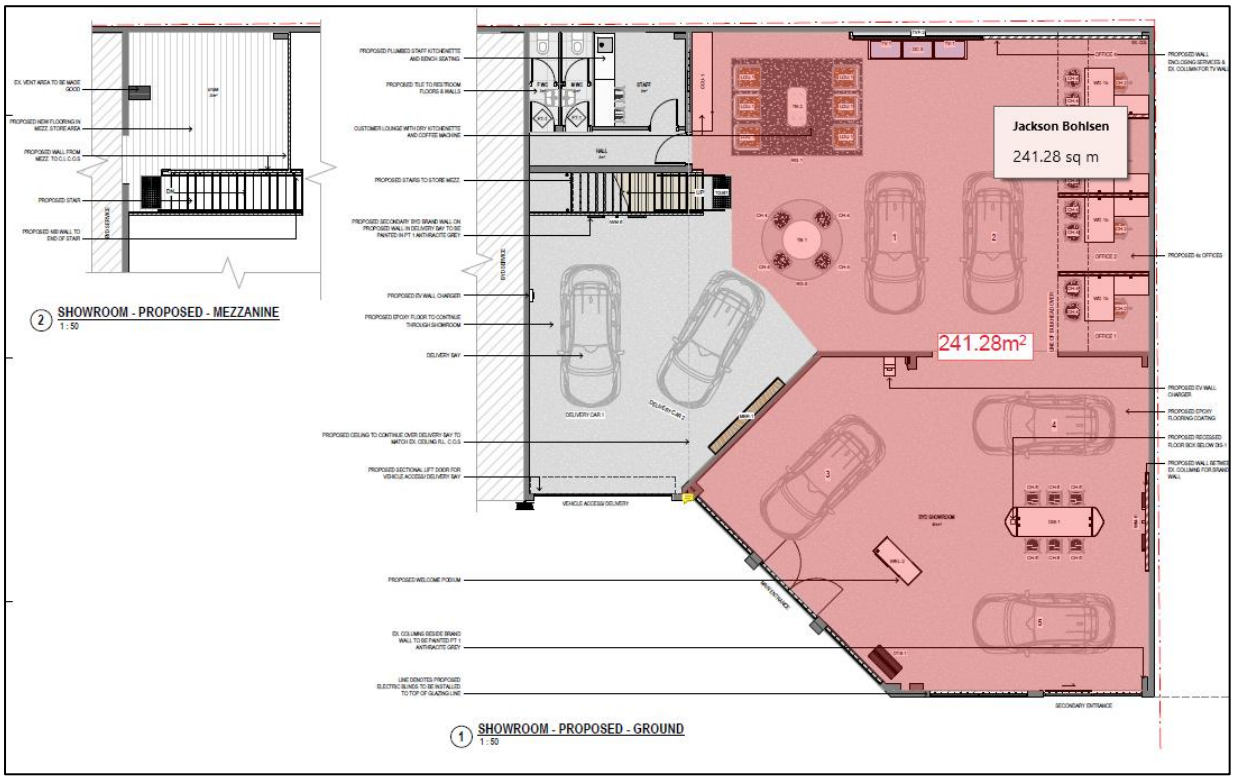


Figure 16: TUA calculations for Showroom



Figure 17: TUA calculations for Low impact industry

The Transport code requires the provision of 2 spaces per tenancy or lot plus 1 space per 50m^2 of TUA up to and including 500m^2, for each land use. The Transport code therefore nominally generates a requirement for 13 car parking spaces, with the site allowing for a provision of 14 off-street parking spaces. This results in a development which exceeds with the Acceptable Outcomes for car parking provision.

The development provides an 8m deep delivery bay within the building, ensuring all deliveries can be undertaken internal to the subject site. The development features minimal changes to the building footprint and car parking layout, ensuring all aisle widths remain as existing. The driveway connects both verge crossings, allowing forward ingress and egress through the site. This enables the site to continue to provide waste servicing in a compliant manner.

5. Assessment against the Local planning instrument

5.1 Land-use definition

The following table details proposed land use/s and associated planning scheme land use definition/s.

Low impact industry	Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products and have one or more of the following attributes: (a) negligible impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise; (b) minimal traffic generation and heavy-vehicle usage; (c) demands imposed upon the local infrastructure network consistent with surrounding uses; (d) the use generally operates during the day (e.g. 7am to 6pm); (e) offsite impacts from storage of dangerous goods are negligible; (f) the use is primarily undertaken indoors.
Showroom	The use of premises for the sale of goods that are of: (a) a related product line; and (b) a size, shape or weight that requires: (i) a large area for handling, display or storage; and (ii) direct vehicle access to the building that contains the goods by members of the public, to enable the loading and unloading of the goods.

Applicant's comment:

The proposed development is appropriately defined as a Low impact industry and Showroom. The site reestablishes the former mycar service centre as a BYD service centre, constituting the Low impact industry use, while the rear component of the building is utilised for the BYD dealership, constituting the Showroom land use. The mezzanine area provides for an ancillary staff room and office space to support the administrative operations associated with the use.

5.2 Category of assessment

Table 5.5.9: MCU – Low impact industry zone (where not in a precinct) does not list Showroom within the categories of development assessment – accordingly the proposal triggers impact assessment.

5.3 Assessment against City Plan Version 13

The following City plan codes applicable to this development application are listed in the following table.

Zone	• Low impact industry
Use / Overlay	• Acid sulfate Soils • Airport environs • Environmental significance • Regional infrastructure
Other Development	• General development provisions code • Healthy waters code • Industrial design code • Transport code

Where the development does not manage 100% compliance with an acceptable outcomes, an alternative outcome is proposed and justified to demonstrate compliance with that overarching Performance outcome. Justification to support any departure from compliance with an acceptable outcome is documented within the code templates supporting Section 2.3 of this Development Application Package.

5.3.1 Assessment against the Strategic Framework

City Plan identifies key elements through the Strategic frameworks to assist and guide intent for development across the city. The applicant has undertaken a holistic assessment of all elements and specific outcomes relevant to the proposal. Although a complete assessment of the framework is not provided within this report, the applicant determines the proposal achieves compliance with the strategic framework and therefore City Plan as whole.

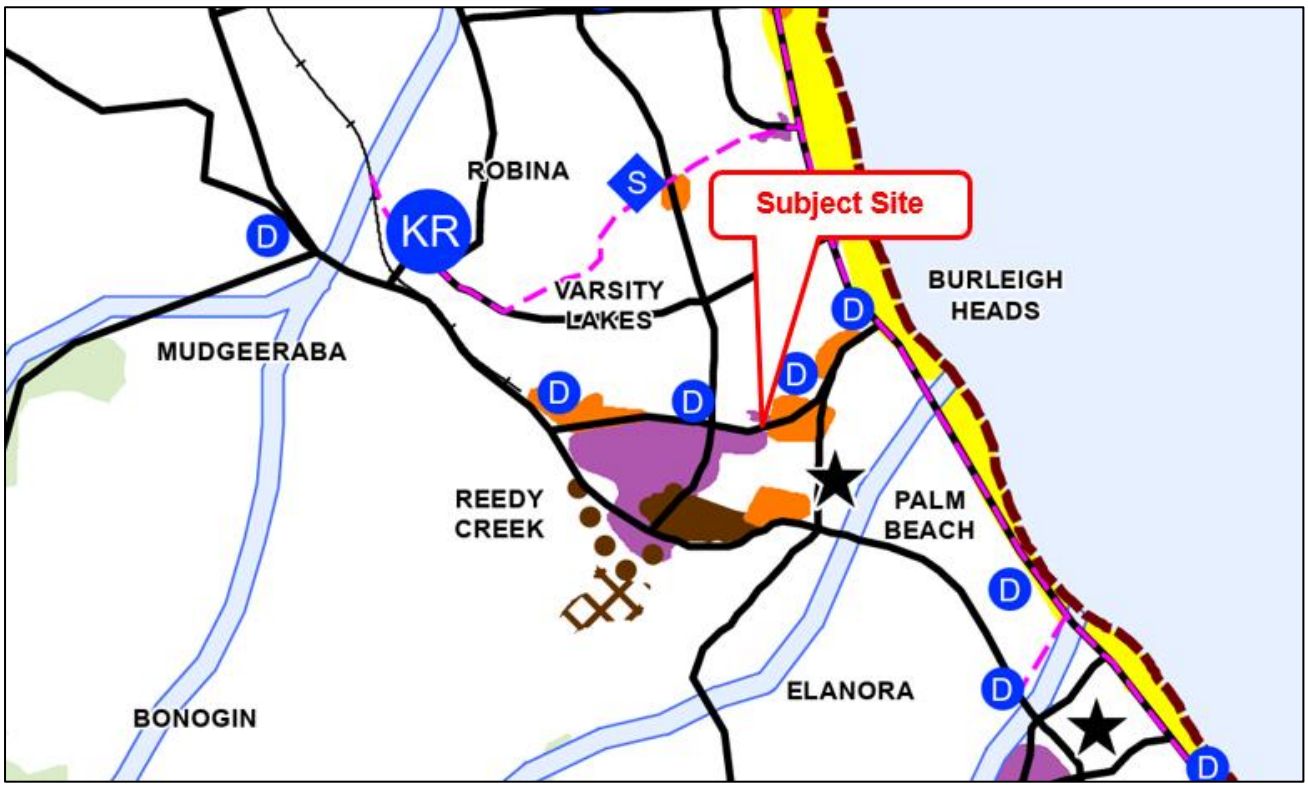


Figure 18: Subject site conceptually shown on Strategic Framework Map 5 – focus areas for economic activity

An assessment of the relevant benchmarks of the Strategic Framework are provided below:

5.3.1.1 Strengthening and Diversifying the Economy

(1) A strong and diverse economy is critical to the vision of becoming a world-class city.	The proposal will contribute to the diversification of the local area by introducing a commercial business operated by a reputable car company which operates on a multinational scale.
(2) The city's settlement pattern accommodates a variety of business, education and employment choices in appropriate settings, scale and locations to underpin economic growth, including: **a. mixed use centres;** **b. specialist centres, including health, education, knowledge and innovation areas;** **c. industry and business areas;** **d. unique character precincts;** **e. tourism areas;** **f. residential neighbourhoods, including home based business and neighbourhood centres; and** **g. rural production areas.**	The subject site is considered an appropriate location for the proposed use, with the surrounding area containing a mix of Showroom and Low impact industry land uses. The location in close proximity to Reedy Creek Road provides access to a wide customer base for the uses, and ensures the site is a convenient locale for vehicle servicing to occur.
(3) The Gold Coast continues to support and promote its existing priority industries while moving towards more knowledge intensive, high value and internationally competitive economic sectors. Priority business and industry sectors include: **a. Existing priority sectors:**	The proposed development reestablishes the Low impact industry land use (former mycar service centre), by establishing a BYD service centre. This ensures a significant portion of the site remains of the expected use for the locale. Similarly, the proposed Showroom can be readily converted to other industrial land uses, ensuring all portions of the site are used for, or capable to be used for, the anticipated industrial land uses of the locale.

i. health and medical; ii. education and training; iii. information technology and communications; iv. lifestyle and adventure related industries, including sport; v. construction and building; vi. marine-related industries (including craft and components manufacturing and servicing); vii. general manufacturing industries (including food processing); viii. transport, storage and distribution industries; and ix. tourism and tourism products. **(b) Emerging priority sectors:** i. science and technology; ii. creative industries (including film, television, fashion and multimedia); iii. environmental industries (including renewable energy, waste treatment and recycling equipment and services); and iv. innovation and intellectual property.	
(4) Development provides an attractive enterprise	The proposal will contribute to the diversification of the local area by refurbishing the current building to introduce a high quality car

business environment that balances a diversified, resilient and robust economy.	brand to the locale, enabling local purchasing and servicing of BYD vehicles. Importantly, it does not compromise the integrity of the industrial zone, as the development retains a sizeable Low impact industry land use, while the Showroom use can be easily converted to other industrial land uses in the future, if required.
(5) Industry and business areas, like specialist centres, are major locations for specialised employment and visually attractive investment and production activity and provide a reasonable level of amenity. **These areas have a distinct role and function to centres. They do not undermine the orderly development or viability of centres.**	The proposed development will not adversely affect the amenity of the surrounding area, as it involves vehicle sales and servicing—activities that do not generate significant noise, odour, or emissions, beyond that which is already anticipated in the locale. As such, the use is considered low impact and compatible with the surrounding industrial context.
(6) Home-based businesses support the growth of business and economic development on the Gold Coast without detracting from the primacy of centres or the character and amenity of residential neighbourhoods.	Not applicable.
(7) The Gold Coast is a national and international tourist destination that provides a diversity of tourist accommodation, attractions and related infrastructure to support changing needs and meet international demand and expectation.	Not applicable.
(8) Development within The Spit Master Plan area occurs in accordance with The Spit Master Plan.	Not applicable.
(9) Recreation opportunities including nature-based tourism uses occur in natural landscape areas where they do not conflict with the ecological	Not applicable.

function and scenic amenity of the location, and where the impacts from natural hazards can be adequately managed.	
(10) Natural resources are sustainably managed for current and future generations and leveraged to support the growth of nature based tourism in a sustainable manner.	Not applicable.
(11) Rural production areas are recognised for their economic importance, and sustainable and innovative rural enterprises are encouraged.	Not applicable.

5.3.1.2 Industry and Business Areas Element

The subject site is conceptually shown on Strategic Framework Map 2 – Settlement pattern as being located in the industry and business area and Strategic Framework Map 5 – General industry.

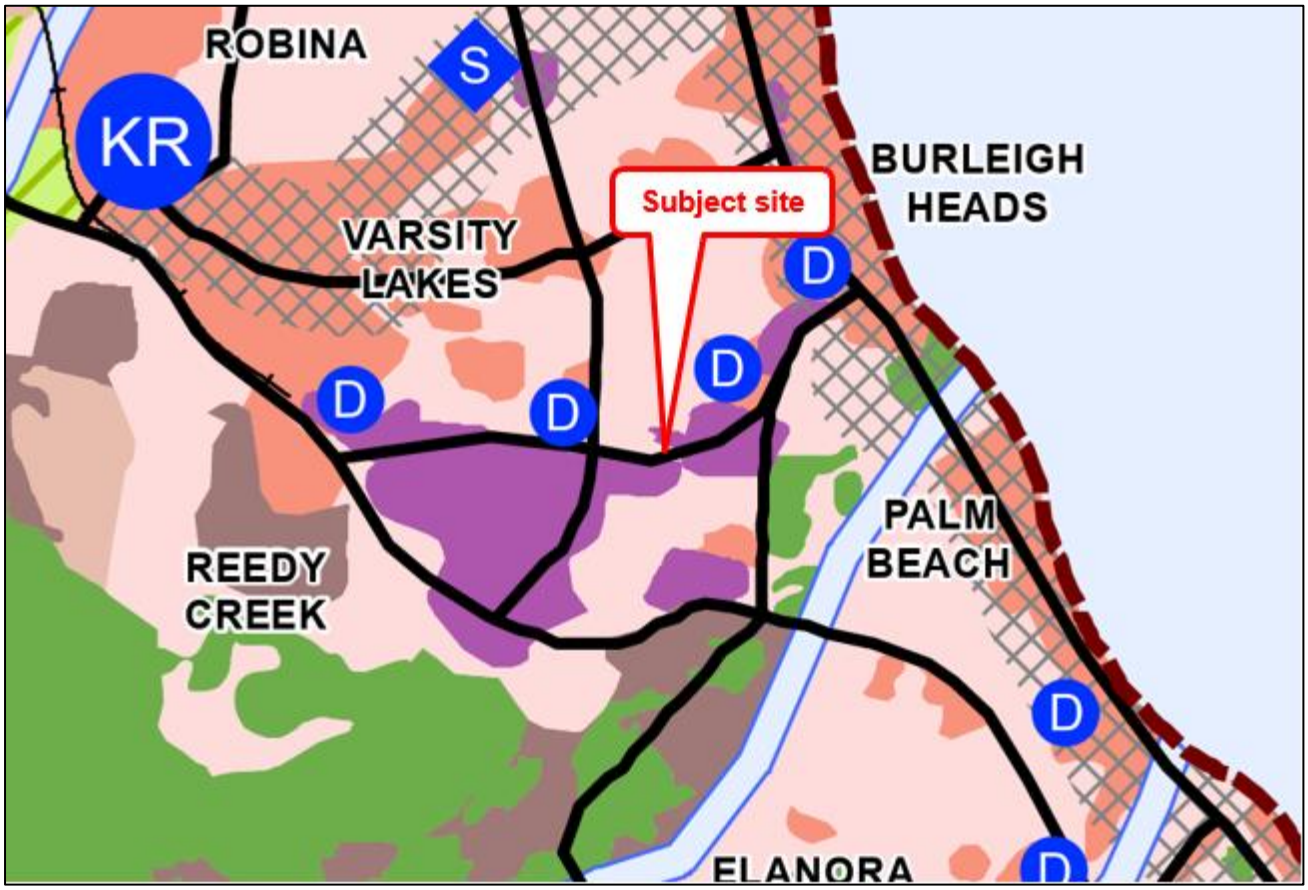


Figure 19: Subject site conceptually shown on Strategic Framework Map 2 – settlement pattern

(1) Industry and business areas support single use or concentrations of related economic activities and are locations for major employment, investment and production activity. The orderly, sequenced, consolidated and attractive growth of these locations maximises economic advantage and public and private investment. Industry and business areas are categorised as: **a. business areas;** **b. general industry areas, including the regionally significant Yatala/Stapylton enterprise area; and** **c. marine industry areas.**	As shown in the figure above, the proposal is located within a General industry area. Although Showroom is not explicitly listed in Table 5.5.9(1) for the categories of assessment for the zone, the use is appropriate within the context of the locale, which features several examples of such uses, particularly where the sites are visible from Reedy Creek Road (refer to section 3.2.1 of this report for details). The proposed Showroom is unique for the area, in that it retains a sizeable Low impact industry land use on the site, which is used in conjunction with the Showroom use. This results in the development being used as a one stop shop for BYD customers, who are able to purchase and service their vehicles on the same site.
(2) Industry and business areas that front or are visible from the city's major roads or residential areas provide a high standard of appearance and landscaping, are visually attractive and achieve a reasonable level of amenity to promote a positive city image.	Although the proposal is predominantly an internal fitout and use change, several changes to the façade treatment are proposed, which helps to improve the standard of appearance for the development as viewed from Reedy Creek Road. These changes incorporate the branding for BYD into the wider façade, with a contemporary dark grey materiality contrasting with the BYD logo in several places. The design includes ribbed upper banding, with additional openings, providing additional visual interest in the streetscape appearance of the existing building.
(8) General industry areas support a range of industrial activities, including manufacturing, processing, repair and storage. They are categorised as low impact industry areas, medium impact industry areas and high impact industry areas. They are visually attractive and provide an acceptable level of amenity. Low impact industry areas can be adjacent to residential neighbourhoods to act as a	The Showroom use is proposed alongside the reestablishment of the existing Low impact industry use, ensuring the site is used for both sales and servicing of BYD vehicles. Through the retention of the service centre on the site, it ensures the development continues to provide space for industrial activities. The development has been designed to improve the building façade, through introduced crowning and articulation measures, while the use does not generate a significant amount of noise beyond that which is already anticipated for the site. With the site interfacing with no sensitive land uses, and being located within close proximity to a high-activity road (Reedy Creek Road), no adverse amenity impacts are expected to result from the development. To further offset amenity impacts, the development has been designed to provide an AO compliant parking provision,

buffer to medium impact industry areas and high impact industry areas.	ensuring on street parking availability is unimpacted by the proposal.
(9) While land in general industry areas is protected from encroachment, these areas accommodate a limited range of complementary uses that support the immediate industrial area. Other uses not readily catered for within other areas due to their scale or nature may also be established if these activities do not compromise the long-term use of general industry land for its intended purpose. These may include: **a. manufacturer's shop;** **b. service industries;** **c. creative industries;** **d. kennels;** **e. veterinary hospitals;** **f. crematoriums;** **g. medium-to-large scale places of worship; and** **h. showrooms and indoor recreation or the like where directly fronting Brisbane Road, Labrador, Reedy Creek Road, Burleigh and Spencer Road (north of Pappas Way), Nerang.**	The proposed development has been designed to retain a substantial Low impact industry land use (BYD service centre), ensuring the site continues to be used for the industrial land uses anticipated for the locale. The proposed Showroom is used to for the display and sale of the BYD vehicles, ensuring a direct link is provided between the two uses on site. The Showroom is generally accommodated by an internal fitout to the current industrial building, ensuring the building can be reverted back into another industrial land use in the future, if required. The development ensures the use of the surrounding area for industrial land uses is unimpacted by the use, with AO compliant parking provision ensuring no loss of on-street car parking results from the development. The use does not generate any adverse amenity impacts to surrounding industrial land uses, with all amenity impacts being consistent with that which is expected in the locale. Further, it does not introduce a new sensitive land use to the locale which would limit the potential to develop future industrial land uses in the area. Although the Showroom is not explicitly on Reedy Creek Road, it is directly visible to the road. Kortum Drive acts as an extension of Reedy Creek Road, and no lots being located between the lots along Kortum Drive and Reedy Creek Road. As a result, there is an established norm of considering Showroom's along Kortum Drive, with three (3) already established Showrooms located along the road. As a result, the proposal remains consistent with the established character and land use expectations of the locale. Therefore, the proposal does not compromise the zone's short- or long-term use for its intended purpose.
(10) Brothels only occur in general industry areas.	Not applicable.
(11) Parts of the Yatala/Stapylton enterprise area and Reedy Creek industrial area are suitable for major manufacturing and processing operations. These areas are protected	Not applicable.

from incompatible activities (including encroachment of sensitive uses) so that high impact industry uses may continue to be accommodated within the city.	
(12) Identified future general industry areas within the Yatala/Stapylton enterprise area allow for the structured expansion of industry uses, as demand increases and adequate infrastructure is delivered. Planning for these areas facilitates a range of industry uses, including transition areas of low impact industry or other buffering arrangements close to sensitive uses or values in the surrounding area. Interim uses within the identified future industry areas do not compromise the capacity of these areas to develop intensively for industry in the future.	Not applicable.

5.3.2 Assessment against Low impact industry

"The purpose of the Low impact industry zone code is to provide for service and low impact industry uses.

It may include non-industrial and business uses that support the industrial activities where they do not compromise the long-term use of the land for industrial purposes.

Activities considered appropriate in this zone are defined as low impact industry or service industry in the schedule of definitions."

The proposed development has been designed to retain a substantial Low impact industry land use (BYD service centre), ensuring the site continues to be used for the industrial land uses anticipated for the locale. The proposed Showroom is complimentary to the industrial land use, with the Showroom being used to display and sell BYD vehicles. The Showroom is generally accommodated

by an internal fitout to the current industrial building, ensuring the building can be reverted back into another industrial land use in the future, if required.

The development ensures the use of the surrounding area for industrial land uses is unimpacted by the use, with AO compliant parking provision ensuring no loss of on-street car parking results from the development. The use does not generate any adverse amenity impacts to surrounding industrial land uses, with all amenity impacts being consistent with that which is expected in the locale. Further, it does not introduce a new sensitive land use to the locale which would limit the potential to develop future industrial land uses in the area.

On this basis, the proposal is considered to comply with the purpose of the Low impact industry zone code and will not undermine the long term industrial function of the zone, or detract for nearby residential amenity.

5.4 Overlay Mapping and Codes

5.4.1 Acid sulfate soils overlay code

The subject site is located within the Acid suflate soils overlay for land at or below 20mAHD.

The proposal seeks minimal building works, with the majority of works being internal to the building, or within the façade of the existing building. The only extension to the footprint of the building is for the 3m^2 extension to the storage area, which will not require earthworks that would trigger assessment against the Acid sulfate soils overlay code, as determined by Table 5.10.1: Acid sulfate soils overlay.



Figure 20 Site location within the Acid sulfate soils overlay (Interactive mapping)

5.4.1 Airport environs overlay code

The proposed development features no height increases, having no impact on any matters that are applicable under the Airport environs overlay code.

5.4.2 Environmental significance overlay code

The edges of the subject site are identified as being within the 30m buffer of a watercourse. No external works are proposed within this portion of the site, and thus, the proposed development has no impact on any assessment benchmarks raised by the overlay.



Figure 21 Site location within the Environmental significance overlay (Interactive mapping)

5.4.3 Regional infrastructure overlay code

The subject site is partially located within a State-controlled road – Transport Noise Corridor. As the development does not propose any sensitive land uses, the proposal does not trigger assessment against any applicable assessment benchmarks.

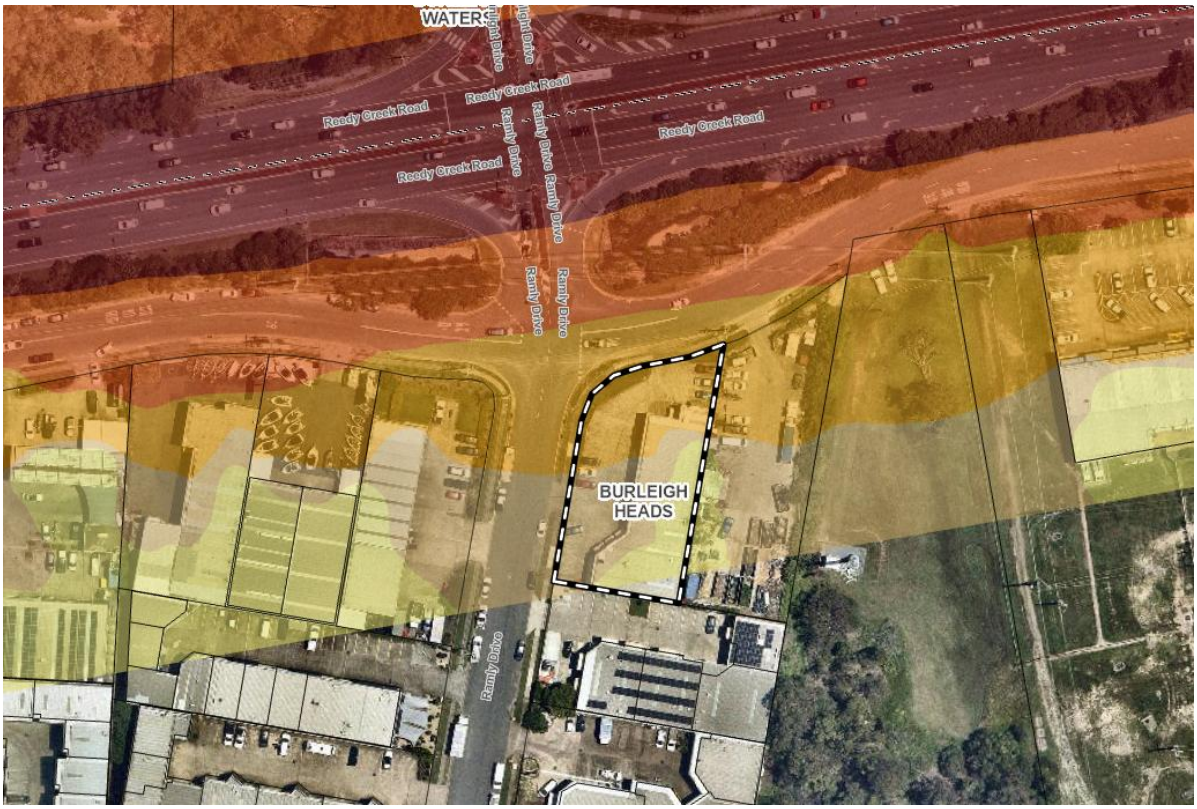


Figure 22 Site within the State-controlled road – Transport Noise Corridor overlay (Interactive mapping)

6. Assessment against the State planning instrument

6.1 Matters established in the Planning Regulation

The relevant matters established in the Planning Regulation 2017 that relate to this development application are as follows:

Pursuant to Schedule 8 the prescribed assessment manager for this development application is the local government (City of Gold Coast).

6.2 Referral agencies

The development triggers referrals to two referral agencies under Schedule 10 of the *Planning Regulations 2017*, as follows:

- **SARA (Concurrence Agency)** – *Planning Regulation 2017*, Schedule 10, Part 9, Division 4, Subdivision 2, Table 4—Material change of use of premises near a State transport corridor or that is a future State transport corridor.
- ***Energex (Advice Agency)*** – *Planning Regulation 2017*, Schedule 10, Part 9, Division 2, Table 2—Material change of use of premises near a substation site or subject to an easement.

6.3 State Planning Policy (SPP)

The assessment of the development proposal must be carried out against the State Planning Policy (SPP) as an assessment benchmark, or having regard to the SPP, to the extent the SPP is not identified in the planning scheme as being appropriately integrated in the planning scheme.

The following table summarises the relevance of Part E of the current SPP to the proposed development, with a more detailed assessment following, where a particular State Interest applies to the application.

Natural hazards, risk and resilience	A review of the triggered SPP layers has been undertaken and it is confirmed the site is not located within an Erosion prone area.

6.4 South East Queensland Regional Plan (ShapingSEQ)

The site is confirmed within the urban footprint of the ShapingSEQ The proposed development is consistent with the intent for development within Urban Footprint.



Figure 23 Subject site located in urban footprint (State mapping)

7. Alternative Outcomes

This development application as assessed the proposed use against all applicable Use and Development codes.

Where the development does not manage 100% compliance with an acceptable outcome, an alternative outcome is proposed and justified to demonstrate compliance with that overarching Performance outcome. Justification to support any departure from compliance with an acceptable outcome is documented within the code templates supporting Section 2.3 of this Development Application Package.

8. Conclusion

This report assesses the proposed development against the relevant planning instruments triggered by the City Plan (Version 13) and all associated codes. This report and all supporting information demonstrate that the proposed use is compliant with the City Plan requirements and will not impact on the amenity of the adjacent properties within the locale.

The proposed development provides an outcome which achieves compliance with the Strategic Framework, the Low impact industry zone code, and the applicable overlay codes of the City Plan.

It is contended that the proposed land use represents an efficient and viable development outcome and is appropriately located within the subject site. Furthermore, the size and nature of the proposal are entirely consistent with the established character of the locality and, as such, the proposal warrants full support from Council.

The proposal ensures that the site retains the Low impact industry use, ensuring anticipated land uses are still accommodated on site. The proposed Showroom is used to for the display and sale of the BYD vehicles, ensuring a direct link is provided between the two uses on site. The Showroom is generally accommodated by an internal fitout to the current industrial building, ensuring the building can be reverted back into another industrial land use in the future, if required.

The development ensures the use of the surrounding area for industrial land uses is unimpacted by the use, with AO compliant parking provision ensuring no loss of on-street car parking results from the development. The use does not generate any adverse amenity impacts to surrounding industrial land uses, with all amenity impacts being consistent with that which is expected in the locale. Further, it does not introduce a new sensitive land use to the locale which would limit the potential to develop future industrial land uses in the area.

In total, 48 off-site car parking spaces will be provided, significantly exceeding the requirements under the Transport code. These include spaces for staff, a visitor bay, dedicated fleet storage areas, and wash bays. The layout supports safe and efficient internal circulation and manoeuvring, with larger vehicles handled by trained staff and stored in designated areas at the rear of the site.

In view of the above, the proposal presents a well-considered and contextually appropriate outcome that aligns with the intent of the City Plan. It is therefore submitted that the application warrants full support from Council.



PART 2.2
CITY PLAN CODE COMPLIANCE

ULTIMATE PLANNING SOLUTIONS
(07) 5649 8665
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4/113 Scarborough Street, Southport QLD 4215

City Plan code template

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

Please note:

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

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

6.2.9 Low impact industry zone code

6.2.9.1 Application

This code applies to assessing all development in the Low impact industry zone.

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

Where development is identified in the **Future low impact industry precinct,** additional outcomes will apply to assessment.

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

6.2.9.2 Purpose

(1) The purpose of the Low impact industry zone code is to provide for service and low impact industry uses.

It may include non-industrial and business uses that support the industrial activities where they do not compromise the long-term use of the land for industrial purposes.

Activities considered appropriate in this zone are defined as low impact industry or service industry in the schedule of definitions.

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

(a) Land uses:

(i) include low impacting industrial activities such as low impact industry, service industry and warehouse;

(ii) that have high potential for impacts on amenity but support the concentration of industry activities in the zone may be considered providing impacts are effectively mitigated, these include bulk landscape supplies, marine industries, medium impact industries, aquaculture and renewable energy facilities;

(iii) include a limited range of complementary uses that support the immediate industrial area such as food and drink outlets, shops, health care services and hardware trade supplies;

(iv) that may not be appropriate in other areas due to their scale and nature will be considered providing they do not compromise the short or long-term use of the zone for industrial activities. These include indoor sport and recreation and showrooms where directly fronting Spencer Road (north of Pappas Way), Nerang, car washes, research and technology industries, garden centres, veterinary services, service stations, community uses, crematoriums, funeral parlours, medium-to-large scale places of worship, agricultural supply stores, animal keeping, manufacturer's shop, wholesale nurseries, parking stations, transport depots and theatres (music recording studios);

(v) include brothels;

(vi) that are incompatible and have the potential to compromise the industrial operation of the zone such as sensitive land uses are not supported; and

(vii) do not include special industry.

(b) Character consists of:

(i) large, unobtrusive buildings that are creatively designed to be visually appealing and functional;

(ii) legible and attractive streetscapes with wide streets that provide easy site access; and

(iii) extensive landscaping where adjoining sensitive land uses and transport corridors.

(c) Built form:

(i) allows for a flexible range of low impact industrial activities while not impacting on the amenity of nearby residential and open space areas.

(d) Lot design:

(i) allows for the efficient operation of low impact industrial activities.

(e) Variations in the zone are:

(i) **Future low impact industry precinct**.

(3) The purpose of the **Future low impact industry precinct** will be achieved through the following additional overall outcomes:

(a) To identify and protect land reserved for Low impact industry that currently lacks the adequate infrastructure.

(b) Industrial development is staged and designed to provide for appropriate infrastructure to meet Council's desired standard of service for industrial uses.

(c) Development out-of sequence with water/sewer infrastructure secures agreements from downstream land holders and bears the full cost of providing the necessary infrastructure to Council's standards.

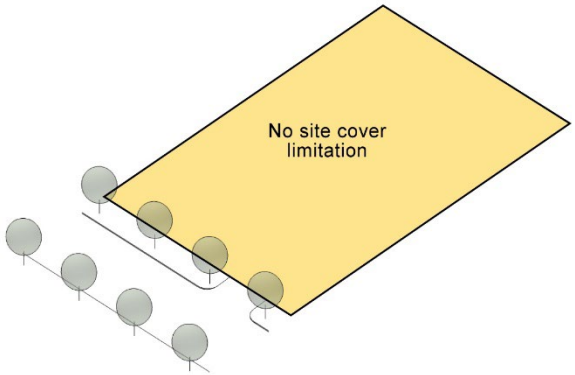
(d) Interim land uses and subdivisions do not compromise the capacity of the precinct to develop intensively for low impact industry activities.

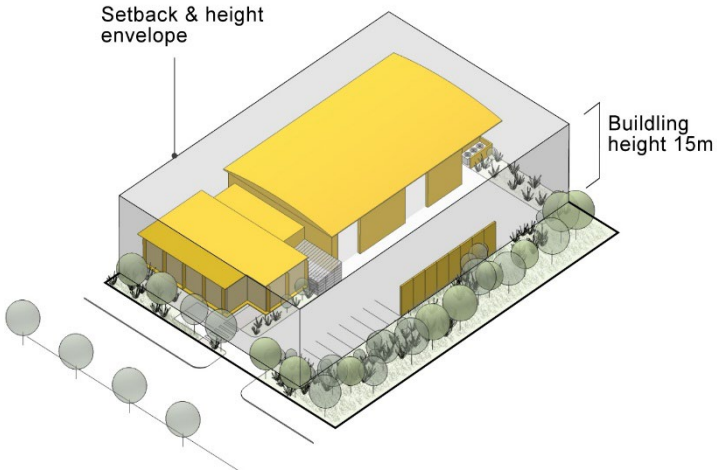
(e) Land uses do not place unreasonable impacts on the amenity of nearby sensitive land uses by locating low impacting industrial uses at least 50m from a zone for sensitive land uses or a dwelling house in the rural zone.

6.2.9.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 6.2.9-2: Low impact industry zone code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Site cover			
 **Figure 6.2.9-1** Illustration showing Low impact industry zone site cover outcomes			
Height			
PO1 Development is of a height that:	**AO1** Building height does not exceed 15m.	**COMPLIES – EXISTING 6.5M BUILDING TO BE RETAINED**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
(a) is consistent with the surrounding industrial built form; (b) allows for the effective operation of the use; and (c) does not impact on the amenity of residential uses.	AND Structures do not exceed a height of 15m.		
 **Figure 6.2.9-2** Illustration showing Low impact industry zone setback and height outcomes			
Lot design (for subdivision only)			
PO2 Lots are of a size that support low impact industrial activity and configured to operate efficiently and effectively.	**AO2.1** Minimum lot size is 1,000m^2 or that shown on the **Minimum lot size overlay map,** whichever is greater, exclusive of any access strip or access easement for rear lots.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	AO2.2 Minimum road frontage and average lot width are 25m. OR For rear lots the average lot width is 25m.		
PO3 **Future low impact industry precinct** Reconfiguration of lots do not fragment land in the future low impact industry precinct until it is developed for its intended industrial purposes.	**AO3** **Future low impact industry precinct** Minimum lot size is 20ha.	**N/A**	
Out of sequence development			
PO4 **Future low impact industry precinct** Where development does not have an immediate connection to adequate infrastructure the proposal must demonstrate that:	**AO4** **Future low impact industry precinct** No acceptable outcome provided.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
(a) the development is staged and designed to provide for appropriate infrastructure to meet Council's standard of service; (b) downstream property owner agreements are secured for the provision of the necessary infrastructure through their land; (c) interim land uses do not compromise the capacity of the precinct to develop intensively for low impact industry activities; and (d) the necessary infrastructure is provided to Council's standards, at no cost to Council.			

City Plan code template

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

Please note:

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

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

8.2.2 Airport environs overlay code

8.2.2.1 Application

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

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

8.2.2.2 Purpose

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8.2.2.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

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

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

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Note: Use of a reflective roof surface in the Lighting Zone of Gold Coast Airport constitutes a 'controlled activity', and requires approval from the operator of Gold Coast Airport. (Roof materials having solar absorbency greater than 0.35 are deemed to be pre-approved).	**– lighting area buffer zones overlay map**.		
	AO3.3 Glare or flashes (e.g. sporting stadia), flare plumes, refineries, upward shining lights, laser lights, flashing or sodium (yellow) lighting are not located within 6 km of the airport runway, as identified on **Airport environs – lighting area buffer zones overlay map**.	**N/A**	
	AO3.4 The roof of any building located on land identified on **Airport environs – lighting area buffer zones overlay map** has a solar absorbency greater than 0.35.	**N/A**	
Development within public safety areas			
PO4 Development within the Public Safety Area for Gold Coast Airport as identified on **Airport environs – public safety area overlay map** does not increase the amount of people living and using the area or increase the risk to airport operations.	**AO4** Development within the Public Safety Area for the Gold Coast Airport as identified on the **Airport environs – public safety area overlay map** does not:	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	(a) Increase the number of people living in the area, and proposes no greater density than a Dwelling house. (b) Introduce or intensify community, commercial, industrial or any other uses. (c) Involve the manufacturing or bulk storage of hazardous (explosive or noxious) or flammable materials.		
Aviation facilities			
	AO5.1 Development that involves electrical or electromagnetic fields (e.g. arc welding) or that creates a permanent or temporary physical line of sight obstruction between transmitting and receiving devices, is not located within the VHF 500m buffer overlay for the Springbrook VHF facility (as identified on the **Airport environs – Airservices Australia aviation facilities overlay map**).	**N/A**	
	AO5.2	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO5 Development in the area, around Airservices Australia Aviation Facilities identified on **Airport environs – Airservices Australia aviation facilities overlay map**, does not adversely impact on the functioning of these facilities. **Note: If development has the potential to adversely affect the functioning of Airservices Australia Aviation Facilities, approval is required from the Manager, Operational Requirements and Services (Airservices Australia).**	Development that involves any of the following, is not included within the VOR 1000m buffer overlay for the Jacobs Well VOR facility (as identified on **Airport environs – Airservices Australia aviation facilities overlay map**): (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structures exceeding 8m in height; (d) trees and open lattice towers exceeding 10m in height; (e) wooden structures exceeding 13m in height.		
	AO5.3 Development that involves any of the following, is not located within the building restricted area for the Mt Somerville PSR and SSR facilities (as identified on the **Airport environs - Airservices Australia aviation facilities overlay map**). (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structure exceeding 8m in height.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	AO5.4 Development that involves any of the following, is not located within the building restricted area for the Coolangatta DVOR, DME and NDB facilities (as identified on the **Airport environs - Airservices Australia aviation facilities overlay map**). (a) creating a permanent or temporary physical line of sight obstruction; (b) overhead lines exceeding 5m in height; (c) metallic structures exceeding 8m in height.	**N/A**	
Potential bird or bat strike on aircraft (on land within the Gold Coast Airport wildlife hazard buffer zones)			
PO6 Development in the bird/bat strike zones of Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**, does not exacerbate the potential for bird or bat strike on aircraft.	**AO6.1** In locations within 3km of the Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**, where planting as part of a development could result in increased attraction of birds or bats, with the possibility of creating a hazard for aircraft operations, plant species will be selected which are not subject to heavy flowering or fruiting. **Editors Note: The operator of Gold Coast Airport maintains a preferred plant species list that is available for the assistance of development proponents, if required.**	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	AO6.2 In the case of any development within an allotment located within 3km of the Gold Coast Airport, as identified on **Airport environs – wildlife hazard buffer zones overlay map**, with the potential to create or increase a hazard of bird or bat strike on aircraft evidence is provided to confirm that approval has been obtained from the operator of Gold Coast Airport.	**N/A**	
	AO6.3 The following land uses are not located within 3km of the airport runway, as identified on **Airport environs – wildlife hazard buffer zones overlay map**: (a) Cropping (turf farm or fruit tree farm) (b) Intensive animal industry (piggery) (c) Aquaculture (fish processing/packing plant) (d) Conservation state (e.g. wetland) (e) Major sport, recreation and entertainment facility (showground) (f) Low impact industry, Medium impact industry, high impact industry (food processing plant) (g) Food/organic waste facility: and (h) Putrescible waste facility (e.g. landfill, transfer station)	**N/A**	
	AO6.4	n/a	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	Where the uses listed in AO6.3 are located between 3km and 13km from the airport runway, as identified on the **Airport environs – wildlife hazard buffer zones overlay map**, measures that prevent wildlife attraction are undertaken (e.g. covering of potential food/waste sources and other wildlife deterrence methods). **Note: Where exceptional circumstances justify approval of development within 3km – 13km of the airport runway, rigorous wildlife management measures to avoid attracting wildlife should be incorporated in the development proposal.**		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	AO6.5 The following land uses include appropriate measures that prevent wildlife attraction (e.g. covering of potential food/waste sources and other wildlife deterrence methods) if located within 13km of the airport runway, as identified on the **Airport environs – wildlife hazard buffer zones overlay map:** (a) Animal husbandry (cattle/dairy farm); (b) Intensive animal industry (poultry farm); (c) Conservation estate (all other than mentioned in AO6.3); (d) Major sport, recreation and entertainment facility (all other than mentioned in AO6.3); (e) Outdoor sport and recreation; (f) Park; (g) Non-putrescible waste facility (e.g. landfill, transfer station) (h) Sewerage/wastewater treatment facility	n/a	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Emission of particulate matter and air turbulence (inside the outer horizontal surface 15km)			
PO7 Development in the Gold Coast Airport's prescribed airspace does not compromise the operation of aircraft engines or create air turbulence or a potential visual hazard for aircraft operation around the Gold Coast Airport due to emission of smoke, steam or other particulate matter. **Note: The Gold Coast Airport's 'Prescribed Airspace' is indicated by the OLS and the PANS-OPS on Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map and Airport environs – Obstacle Limitation Surface (OLS) overlay map.** **Note: If development has the potential to cause a hazard to aircraft operations through the emission of particulate matter, approval of the operator of Gold Coast Airport is required.**	**AO7.1** The development will not cause a potential hazard to the operation of aircraft through the emission of smoke, steam, dust or other particulate matter.	**N/A**	
	AO7.2 The development will not cause a potential hazard to the operation of aircraft through the emission of a gaseous plume at a velocity exceeding 4.3m per second.	**N/A**	
Transient aviation activities			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO8 Development does not adversely impact on the Gold Coast Airport's prescribed airspace. **Note: The Gold Coast Airport's 'Prescribed Airspace' is indicated by the OLS and the PANS-OPS on Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map and Airport environs – Obstacle Limitation Surface (OLS) overlay map.**	**AO8** Activities involving transient intrusions such as parachuting, hot air ballooning or hang gliding are not located within the airspace of the Gold Coast Airport.	**N/A**	

City Plan code template

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

Please note:

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

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

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

8.2.6 Environmental significance overlay code

8.2.6.1 Application

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

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

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

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

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

8.2.6.2 Purpose

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

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

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

(i) Hinterland core habitat systems;

(ii) Coastal wetlands and islands core habitat systems;

(iii) Substantial remnants; and

(iv) Hinterland to coast critical corridors.

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

(c) High priority vegetation is protected in situ.

(d) Outside of Biodiversity Areas:

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

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

    (A) avoiding significant adverse impacts;

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

    (C) offsetting any significant residual impacts.

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

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

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

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

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

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

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

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

8.2.6.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Ecological site assessment			
PO1 All matters of environmental significance on and adjacent to the development site are identified and protected. **Note - An Ecological Site Assessment prepared in accordance with SC6.7 City Plan policy – Ecological site assessments, is Council's preferred method for addressing this performance outcome.**	**AO1** Proposed works do not impact on: (a) areas identified on **Environmental significance – vegetation management overlay map**; (b) buffers to wetlands and waterways being: (i) 100m from the mapped boundary of a State significant aquatic area, as identified on **Environmental significance – wetlands and waterways overlay map**; (ii) 100m from the outer landward boundary of a State significant wetland, as identified on **Environmental significance – wetlands and waterways overlay map**; (iii) 100m from the outer landward boundary of a Local significant wetland, as identified on **Environmental significance – wetlands and waterways overlay map**; (iv) 60m from the outer bank of a Major Waterway identified on **Environmental significance – wetlands and waterways overlay map**; or (v) 30m from the outer bank of a Waterway identified on **Environmental significance – wetlands and waterways overlay map**; and (c) individual trees within areas mapped on the **Environmental significance – priority species overlay map**.	**COMPLIES**	
Biodiversity areas			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO2 Development does not impact on Protected Areas as identified on the **Environmental significance– biodiversity areas overlay map**.	**AO2.1** No acceptable outcome provided.	**n/a**	
PO3 Development within the Hinterland to Coast Critical Corridors as identified on the **Environmental significance – biodiversity areas overlay map** is located and designed to:	**AO3.1** No acceptable outcome provided.	**N/A**	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Substantial Remnant Areas as identified on the **Environmental significance – biodiversity areas overlay map** is located and designed to: (a) protect in situ matters of environmental significance and associated buffers; (b) protect in situ vegetation identified on the **Environmental significance – vegetation management overlay map** and habitat for native flora and fauna; and (c) allow for the rehabilitation of disturbed, cleared or modified areas.			
Wetland and waterway			
PO5 Buffers are provided to wetlands and waterways identified on the **Environmental significance – wetlands and waterways overlay map** to ensure the:	**AO5.1** Buffers at least 100m wide are provided between the development and the mapped boundary of a State significant aquatic area, as identified on **Environmental significance – wetlands and waterways overlay map**.	**N/A**	
	AO5.2 Buffers at least 100m wide are provided between the development and the outer landward boundary of a State significant wetland, as identified on **Environmental significance – wetlands and waterways overlay map**.	**N/A**	
	AO5.3 Buffers at least 100m wide are provided between the development and the outer landward boundary of a Local significant wetland as identified on the **Environmental significance – wetlands and waterways overlay map**.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
(a) protection of matters of environmental significance mapped onsite or identified through an ecological site assessment; (b) unimpeded movement of fauna along the waterway; (c) water quality is maintained; (d) bank stability; and (e) protection of property and infrastructure. **Note: The buffer width for wetlands is measured from the outer, landward boundary of the mapped wetland, as shown on Environmental significance – wetlands and waterways overlay map.** **Note: Recommendations provided in an ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) is Council's preferred method for determining alternative buffer widths.** **Note Artificial waterways are to be addressed through the Coastal erosion hazard overlay code and map. Where a waterbody contains both natural and artificial banks, the natural banks are to be assessed in accordance with this performance outcome.**	**AO5.4** Buffers at least 60m wide are provided between the development and the outer bank of a Major Waterway as identified on the **Environmental significance – wetlands and waterways overlay map**.	**N/A**	
	AO5.5 Buffers at least 30m wide are provided between the development and the outer bank of a waterway as identified on the **Environmental significance – wetlands and waterways overlay map**.	**N/A – NO WORKS IN WATERWAY BUFFER PROPOSED**	
Vegetation management			
PO6 Regulated vegetation is protected in situ	**AO6** Development does not impact on regulated vegetation.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
when it is: (a) identified on the **Environmental significance – vegetation management overlay map**; and (b) within biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.			
PO7 Development is designed to maintain regulated vegetation and minimise disturbance when it is: (a) identified on the **Environmental significance – vegetation management overlay map**; and (b) outside of biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.	**AO7** Development avoids impacts on regulated vegetation.	**N/A**	
PO8 High priority vegetation as identified on the **Environmental significance – vegetation management overlay map** is protected in situ.	**AO8** No acceptable outcome provided.	**N/A**	
PO9 Medium and general priority vegetation as identified on the **Environmental significance – vegetation management overlay map** within biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map** is protected in situ.	**AO9** No acceptable outcome provided.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO10 Vegetation is protected when it is: (a) identified as medium priority vegetation on the **Environmental significance – vegetation management overlay map**; and (b) located outside the biodiversity areas identified on the **Environmental significance – biodiversity areas overlay map**.	**AO10** Vegetation is not damaged when it is: (a) identified as medium priority vegetation on the **Environmental significance – vegetation management overlay map**; and (b) located outside the **Environmental significance – biodiversity areas overlay map**. OR Where all attempts have been made to avoid and minimise damage to vegetation as stated above, any significant residual impact is offset consistent with the *Environmental Offsets Act 2014*, at a ratio of 3:1 (area) in accordance with **SC6.9 City Plan policy – Environmental offsets**. OR Damage to medium priority vegetation identified on the **Environmental significance – vegetation management overlay map** and located outside the biodiversity areas identified on the **Environmental significance – biodiversity areas overlay map** is for committed development.	n/a	
PO11 Disturbance to vegetation is minimised when it is: (a) identified as General priority vegetation on the **Environmental significance – vegetation management overlay map**; and (b) located outside the **Environmental significance – biodiversity areas overlay map**.	**AO11** Development avoids impacts on general priority vegetation. Any damage is minimised to the greatest extent possible.	**N/A**	
PO12 Buffers are provided that protect the long term viability of high priority and	**AO12** Buffers at least 30m wide are provided between the development and any retained vegetation identified as high	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
regulated vegetation located on or adjacent to the site.	priority or regulated vegetation on the **Environmental significance – vegetation management overlay map** on or adjacent to the site.		
Priority species			
PO13 Assessable koala feed and shelter trees are protected in situ when they are located: (a) in koala habitat areas as identified on the **Environmental significance – priority species overlay map**; and (b) within biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.	**AO13** Development does not impact on assessable koala feed and shelter trees.	**N/A**	
PO14 Assessable koala feed and shelter trees are protected when they are: (a) in koala habitat areas as identified on the **Environmental significance – priority species overlay map**; and (b) outside biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.	**AO14** Development avoids impacts on assessable koala feed and shelter trees. Any damage is minimised to the greatest extent possible.	**N/A**	
PO15 Site design provides safe koala movement opportunities by incorporating measures to maintain connectivity between areas of koala	**AO15** No acceptable outcome provided.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
habitat on and adjacent to the site. **Note : *DEHP's Koala-Sensitive Design Guideline* should be consulted for suitable measures to provide for safe koala movement.**			
PO16 During the clearing and construction phases, measures are incorporated to protect koalas from death or injury.	**AO16** Threats to koalas as a result of clearing and construction activities are mitigated by: (a) ensuring no tree in which a koala is present or a tree with a crown overlapping a tree containing a koala is cleared; (b) undertaking clearing of vegetation in stages, and ensuring: (i) no more than 1 ha is cleared per day for sites less than 6 ha in size; (ii) no more than 2 ha is cleared per day for sites greater than 6 ha in size; (iii) that between each stage there is at least 12 hours where no clearing occurs; and (iv) koala habitat is always linked to allow koalas to move out of the site; (c) use of qualified koala spotters; (d) prohibition of domestic dogs and security dogs on site; and (e) use of koala safety fencing.	**N/A**	
PO17 State significant species, and their habitat, are protected in situ when it is:	**AO17** Development does not impact on State significant species, and their habitat.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
(a) identified on the **Environmental significance – priority species overlay map**, or through an ecological site assessment; and (b) within biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.			
PO18 Development protects state significant species, and their habitat or is designed to minimise and mitigate impacts on habitat values when it is: (a) identified on the **Environmental significance – priority species overlay map**; and (b) outside of biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map**.	**AO18.1** Development avoids impacts on state significant species, and their habitat.	**N/A**	
	AO18.2 Where development impacts on state significant species and their habitat, the following occurs: (a) flora species are propagated and used in rehabilitation and landscaping onsite; and (b) fauna species are safely relocated by a qualified fauna spotter catcher.	**N/A**	
PO19 Local significant species, and their habitat, are protected in situ when it is: (a) identified on the **Environmental significance – priority species overlay map**, or through an ecological site assessment; and (b) within biodiversity areas as identified on the **Environmental significance – biodiversity areas overlay map.**	**AO19** Development does not impact on local significant species, and their habitat.	**N/A**	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
(a) the native fauna is safely relocated to an area of similar habitat; (b) the sequence of habitat disturbance ensures that fauna is not isolated from adjoining areas of habitat; (c) fauna relocation occurs immediately prior to habitat disturbance; (d) accredited and experienced spotter catchers, licensed by the Queensland Parks and Wildlife Service, are to be present on the site to direct and undertake the removal and relocation of fauna; and (e) where possible, damaged habitat and nesting sites are rehabilitated outside of development areas. **Note: A Fauna Management Plan prepared by a suitably qualified person and in accordance with SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this outcome.**			
Tenure, ownership and management arrangements			
PO23 Matters of environmental significance and associated buffers, mapped areas as identified on the **Environmental significance – vegetation management overlay map** proposed for retention and areas requiring rehabilitation are suitably protected in perpetuity and will:	**AO23** Matters of environmental significance and associated buffers, mapped areas as identified on the **Environmental significance – vegetation management overlay map** proposed for retention and areas requiring rehabilitation are transferred to Council ownership as Public Open Space. OR Where not required for public access, matters of environmental significance and associated buffers, and	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
(a) enable necessary fire management in accordance with an approved fire management plan and any adopted bushfire management plan; (b) allow unimpeded movement of native fauna through matters of environmental significance and associated buffers; (c) enable maintenance access and regular management; (d) enable auditing and reporting of maintenance and management activities; (e) provide for public access along major waterways, where such access is consistent with the ecological functions; (f) allow for linkages and buffers to adjacent areas of ecological significance; and (g) allow for a coordinated approach to the management of adjacent areas of conservation estate.	mapped areas as identified on the **Environmental significance – vegetation management overlay map** proposed for retention and areas requiring rehabilitation are retained in private ownership and protected under a statutory covenant (under the *Land Title Act 1994*). **Note: Where the area is adjacent to existing public open space, or is a buffer to a major waterway, Council's preference is for the land to be dedicated as Public Open Space.**		
PO24 An Open Space Management Plan prepared in accordance with **SC6.13 City Plan policy – Landscape work** is prepared for areas to be dedicated to Council as Public Open Space.	**AO24** No acceptable outcome provided.	**N/A**	
PO25 A Covenant Management Plan is prepared for areas to be protected under a statutory covenant. The	**AO25** No acceptable outcome provided.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
management plan must include the following details: (a) rehabilitation area and strategy of works; (b) weed eradication and control requirements; (c) how the covenant area will be maintained and managed in perpetuity; (d) feral and domestic animal exclusion requirements; and (e) required maintenance access. **Note: A Covenant Management Plan is prepared by a suitably qualified person and in accordance with SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this performance outcome.**			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Rehabilitation			
PO26 Disturbed, cleared or modified areas are rehabilitated where they form part of: (a) an ecological corridor; or (b) matters of environmental significance and associated buffers; or (c) areas identified within an Ecological Site Assessment as requiring rehabilitation. **Note: A Rehabilitation Management Plan prepared in accordance with the *South East Queensland Ecological Restoration Framework* and SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this outcome.**	**AO26** No acceptable outcome provided.	**N/A**	

State Planning Policy July 2017

Policies	Demonstrate how the proposal meets the policy?	Internal use
State interest – water quality		
ASSESSMENT BENCHMARK 4 (POLICY 4): At the construction phase, development achieves the applicable stormwater management design objectives in table A (appendix 2) of the State Planning Policy.		

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

City Plan code template

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

Please note:

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

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

8.2.14 Regional infrastructure overlay code

8.2.14.1 Application

This code applies to assessing material change of use, reconfiguring a lot or operational work for development subject to the Regional infrastructure overlay and the State controlled roads, rail corridor and transport noise corridors overlay where indicated within **Part 5.10 Categories of development and assessment – Overlays**.

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

Note: For the purpose of this code, the term 'noise' encompasses road traffic noise, road construction noise and road maintenance noise.

8.2.14.2 Purpose

(1) The purpose of the Regional infrastructure overlay code is to:

- (a) ensure that development is compatible with, and does not adversely affect the viability, integrity, operation and maintenance of existing and planned regional infrastructure, including:
  - (i) high voltage electricity transmission lines and substations;
  - (ii) water supply pipelines and infrastructure;
  - (iii) state-controlled roads; and
  - (iv) railways.

(b) regulate development of properties adjacent to all state-controlled roads or near rail operations to ensure that potential conflicts between sensitive land uses are mitigated.

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

(a) Existing and planned regional infrastructure facilities, networks and corridors are protected from incompatible development.

(b) Development adjacent to existing and planned regional infrastructure facilities, networks and corridors:

(i) is appropriately located, designed, constructed and operated to avoid compromising the integrity, operational efficiency and maintenance of regional infrastructure;

(ii) protect the amenity, health and safety of people and property.

(c) Sensitive land uses (excluding Office, Relocatable home park, Short-term accommodation and Tourist park) proposed to be located adjacent to a state-controlled road or located within 100m of the Gold Coast rail corridor are appropriately attenuated.

(d) The number of people exposed to potential adverse impacts emanating from regional infrastructure is minimised.

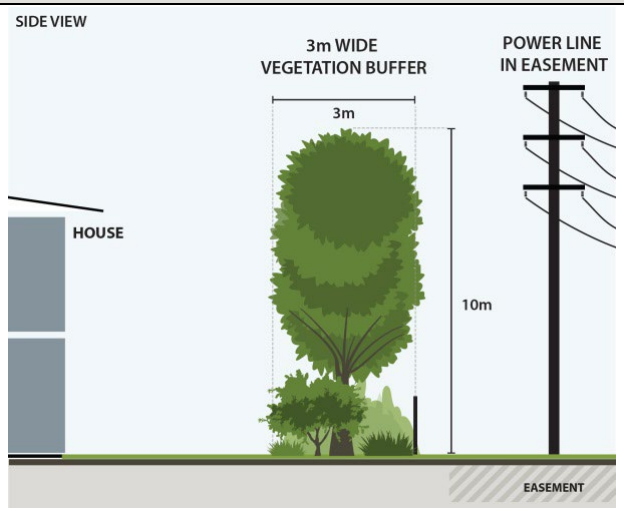
8.2.14.3 Specific benchmarks for assessment

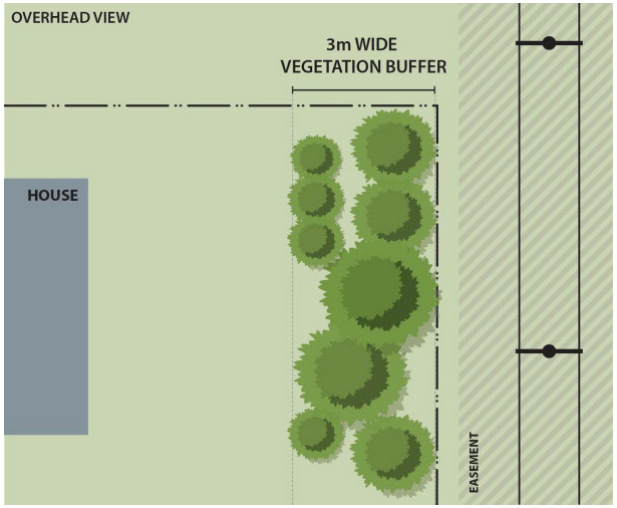
PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 8.2.14-2: Regional infrastructure overlay code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Setbacks **Where directly abutting the existing Energex Ferry Road 110kV high voltage electricity corridor, Southport between Bundall Substation (Lot 1, 2 and 3 on RP89651) and Southport Substation (Lot 1 on RP801646 and Lot 893 on SP191060)**			
PO1 Development does not compromise the integrity, functionality, access to or efficient delivery of the electricity corridor.	**AO1** Front boundary setbacks are as follows: (a) Medium density residential zone – 4m (where the building height is no greater than 9m), otherwise 6m. (b) Mixed use, Neighbourhood centre and Centre zones – 2m (where the building height is no greater than 9.5m), otherwise 6m.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Major electricity infrastructure			
PO2 Sensitive land uses are appropriately located to ensure the amenity, health and safety of people and property are protected, and to avoid compromising the integrity, operational efficiency and maintenance of regional infrastructure.	**AO2** Buildings and outdoor use areas associated with a sensitive land use are setback from the closest boundary of an easement for, or an area otherwise affected by, a high voltage electricity line corridor, in accordance with the following: (a) 20m for transmission lines up to 132kV; (b) 30m for transmission lines between 133kV and 275kV; and (c) 40m for transmission lines exceeding 275kV.		
PO3 There is sufficient space within the site to establish landscaping which substantively assists in screening and softening obtrusive high voltage electricity lines and substations.	**AO3** A minimum 3m wide densely planted landscaped buffer is provided along the boundary adjoining high voltage electricity lines and/or substations, including provision for advanced trees and shrubs that will grow to a minimum height of 10m.		

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
			
PO4 High voltage electricity lines on private land are included in an easement.	**AO4** Existing infrastructure easements are maintained and where none currently exist, new easements are created which are sufficient for the electricity provider's requirements.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Water supply infrastructure			
PO5 Development within a water supply pipeline buffer: (a) is located, designed and constructed to protect the integrity of the water supply pipeline; and (b) maintains adequate access for any required maintenance or upgrading work to the water supply pipeline.	**AO5** Buildings and structures are located outside of the water supply pipeline buffer area, as identified on a **Regional infrastructure overlay map**.		
PO6 Development is located and designed to maintain required access to water supply infrastructure.	**AO6** Development does not restrict access to water supply infrastructure of any type or size, having regard to: (a) buildings or structures; (b) gates and fences; (c) storage of equipment or materials; and (d) landscaping, earthworks, stormwater or other infrastructure.		
Protection from road traffic and rail noise			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO7 Development mitigates noise intrusion to provide acceptable levels of amenity for occupants of the development.	**AO7** All sensitive land uses (excluding Office, Relocatable home park, Short-term accommodation and Tourist park) comply with the Design level – road and rail noise criteria identified in **Table 8.2.14-3: Design level – road and rail noise criteria** through the implementation of 1 or more of the following noise attenuation measures: (a) the use of earth mounds and noise barrier fences, between the noise source and the sensitive land use; and/or (b) the use of appropriate buffer distances between the noise source and the sensitive land use.		
PO8 Noise barriers are designed to mitigate impacts on visual amenity.	**AO8** Noise barriers are set back from the property boundary and adequately screened with dense landscaping.		
Lot design (for subdivision only)			
PO9 Reconfiguration of lots does not compromise or adversely impact upon the efficiency and integrity of major electricity and water supply infrastructure networks.	**AO9** Urban residential lots and buildings and structures are not located within an easement for, or an area otherwise affected by, a high voltage electricity transmission line or water supply pipeline as identified on the **Regional infrastructure overlay map**.		
PO10 Reconfiguring of lots ensures that access requirements of major electricity and water supply infrastructure are maintained.	**AO10** Major electricity or water supply infrastructure traversing or within private land are protected by an easement in favour of the service provider for access and maintenance.		

Table 8.2.14-3: Design level – road and rail noise criteria

Measurement location	Design level road noise criteria
1m in front of the most exposed part of a proposed sensitive land use	**For road noise** (a) 60 dB (A) L^{10} (18 hour) or less, where existing levels measured at the setback for the zone are greater than 40 dB (A) L^{90} (8 hour) between 10pm and 6am. (L^{10} (18 hour) is the arithmetic average of 18 hourly L^{10} levels measured in dB (A) between the hours of 6am and midnight). (b) 57 dB (A) L^{10} (18 hour) or less, where existing levels measured at the setback for the zone are less than or equal to 40 dB (A) L^{90} (8 hour) between 10pm and 6am. (c) Where the above criteria cannot be met, internal maximum design criterion levels specified in *Table 1 AS/NZS 2107:2016 Acoustics–Recommended design sound levels and reverberation times for building interiors* apply, particularly for buildings greater than 1 storey high. **For rail noise** (a) 65 dB (A), assessed as the 24-hour average equivalent continuous A-weighted sound pressure level; (b) 87 dB (A), assessed as a single event maximum sound pressure level.
Balconies and formal external open space	**For road noise** (a) 60 dB (A) L^{10} (18 hour) or less, where existing levels measured at the setback for the zone are greater than 45 dB (A) L^{90} (18 hour). (b) 57 dB (A) L^{10} (18 hour) or less, where existing levels measured at the setback for the zone are less than or equal to 45 dB (A) L^{90} (18 hour).
Classrooms and meeting rooms	**For road noise** (a) 48 dB (A) L^{10} (1 hour) or less, as measured or calculated (in the centre of the room) as an indoor level between the hours of 8am and 4pm.
Inside bedrooms, living areas and noise-sensitive areas of non-residential uses (e.g. classrooms)	**For rail noise** Average Lmax (10pm to 6am) not greater than 50 dB (A).
External formal living area	**For rail noise** LAeq (1hr) (6am to 10pm) not greater than 55 dB (A).

Notes: Road noise criteria

(1) For the measurements above, all external levels stated are free field, and the expectation is that an additional 2.5 dB (A) increase is applied for the façade correction when the building is constructed. This will achieve a level equal to, or less than, 63 dB (A) and 60 dB (A), respectively, 1m from the most exposed façade of a building.

(2) The calculation and prediction of road noise levels is to be in accordance with the *Road Traffic Noise Management Code of Practice 2008*, published by the Queensland Department of Main Roads, and measurement is to be in accordance with *AS 2702–1984: Acoustics – Methods for the measurement of road traffic noise*. Alternative road traffic noise prediction models may be used where they can be justified as being appropriate to the circumstances of the particular situation and location and have been validated for Australian conditions.

(3) An assessment of road traffic noise is to be based on an ultimate ten-year traffic plan for the road, from the completion of construction of the development.

(4) The determination of building construction, siting and design measures required to achieve internal noise levels shall be in accordance with *AS 2107:2016 Acoustics–Recommended design sound levels and reverberation times for building interiors* and *AS 3671:1989 Acoustics – Road traffic noise intrusions – Building siting and construction*. Alternative methods may be used where they can be justified as being appropriate to the circumstances of the particular situation and location.

(5) When the requirements of *AS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors* and *AS 3671:1989 Acoustics – Road traffic noise intrusions – Building siting and construction* need to be achieved, the developer/owner shall engage the service of an acoustic engineer to certify (RPEQ) that the architectural measures (including air conditioning) have been incorporated into the building envelope. This will require the engineer to undertake inspections both during and at the end of construction.

Notes: Rail noise criteria

(1) For the purposes of this overlay, LAeq (1hr) (6am to 10pm) represents the highest 1 hour equivalent continuous A-weighted sound pressure level between 6am and 10pm. The LAeq (1hr) is to be calculated from the highest four consecutive 15 minute samples, and is not restricted to measurement from the hour.

(2) For the purpose of this overlay, the average Lmax (10pm to 6am) represents the average of the A-weighted maximum sound pressure levels of train pass-by events between 10pm and 6am.

(3) The calculation and prediction of rail noise levels is to be in accordance with the requirements of the *Queensland Rail Code of Practice – Rail Noise Management*. Alternative rail noise prediction methods may be used where they can be justified as being appropriate to the circumstances of the particular situation and location.

(4) An assessment of rail noise is to be based on the ultimate traffic flow for the railway. If such data does not exist, a 10-year planning projection is to be used.

(5) The external formal living area criteria represent the rail noise level to be achieved, whether free field or non-free field. A correction of plus 2.5 dB(A) for facade reflection is to be included in the calculation, where appropriate.

(6) External areas exceeding the design level criteria for the external the formal living area(s) will not be considered as external formal living.

City Plan code template

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

Please note:

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

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

9.3.11 Industrial design code

9.3.11.1 Application

This code applies to assessing material change of use for development within any of the industry zones where indicated within **Part 5 Tables of assessment**.

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

9.3.11.2 Purpose

(1) The purpose of the Industrial design code is to regulate development to provide consistent design outcomes across all industry zones, regulate the storage of dangerous or contaminating substances and protect the amenity of non-industrial zoned land and incompatible adjacent uses.

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

- (a) Industrial development has an articulated façade along street frontages to create visual interest and an attractive presentation to the street.
- (b) In Yatala and Luscombe industrial zones west of the M1, chimneys do not exceed the height of the roof apex or parapet at any point.
- (c) Ancillary uses are located towards the street frontages to create visually appealing, easily accessible and safe entries.
- (d) Design ensures the safe storage of contaminants and hazardous chemicals to mitigate risks to the environment, property and persons.
- (e) Landscape areas act as buffers along boundaries to sensitive land uses, transport corridors and street frontages to protect the amenity of adjoining uses and contribute to the visual presentation of the industrial development.
- (f) Industrial development incorporates noise limiting design elements to prevent amenity impacts on sensitive land uses.

(g) Development protects existing and planned sensitive land uses from being exposed to air, noise and odour emissions from industrial uses that have the potential to adversely impact on human health, amenity and wellbeing.

(h) Storage areas in the **Low impact industry zone** are located or screened to eliminate visual impacts.

9.3.11.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

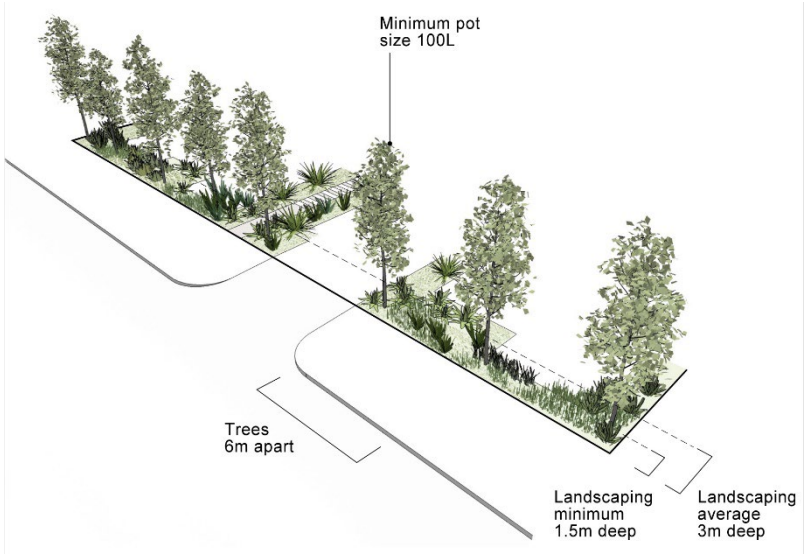
Table 9.3.11-2: Industrial design code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Design and appearance			
PO1 Building design promotes a high quality industrial area through building articulation and presentation to the street.	**AO1.1** Walls facing the primary street frontage are designed to provide a showcase for businesses and reduce massing and bulk by incorporating the following features: (a) variation in horizontal plane every 10m through the use of recesses, columns or blades; (b) variation in parapet design or roof height every 10m; (c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (d) windows and building openings have canopies or awnings which have a projection of at least 0.5m. OR For development within the **Low impact industry zone,** walls facing primary street frontages are designed to reduce massing and bulk by incorporating the following features: (a) variation in horizontal plane every 5m through the use of recesses, columns or blades;	**COMPLIES WITH PO1** Although the changes to the building footprint are limited, the development proposes some noticeable changes to the façade in terms of materiality and openings, helping to accommodate the branding and changed internal layout. Despite the uniform colouring, the development incorporates a varied materiality, providing visual interest in the façade, within a contemporary industrial context. The ribbed upper band provides a crowning effect on the building, with the frequent openings and windows breaking the length of the façade. The design of the building utilises this articulation to promote visual interest to the surrounding streetscape, while retaining a building appearance that is consistent with the expectations for an industrial land use.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
	(b) variation in parapet design or roof height every 5m; (c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (d) windows and building openings have canopies or awnings which have a projection of at least 0.5m.		
	AO1.2 Walls facing other street frontages are designed to reduce massing and bulk by incorporating the following features: (a) variation in horizontal plane every 20m through the use of recesses, columns or blades; or (b) variation in parapet design or roof height every 20m. AND (c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (d) windows and building openings have canopies or awnings which have a projection of at least 0.5m. OR For development within the **Low impact industry zone,** walls facing other street frontages are designed to reduce massing and bulk by incorporating the following features: (a) variation in horizontal plane every 10m through the use of recesses, columns or blades; or (b) variation in parapet design or roof height every 10m. AND	**COMPLIES WITH PO1 (SEE ABOVE)**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	(c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (d) windows and building openings have canopies or awnings which have a projection of at least 0.5m.		
PO2 Chimney height must not exceed the building roof (apex) or parapet at any point for all industrial uses in Yatala and Luscombe industrial zones west of the M1.	**AO2** No acceptable outcome provided.	**N/A**	
PO3 Ancillary uses and parking areas are appropriately located to: (a) provide an attractive front façade to the building and create an identifiable entry; and (b) minimise conflict between areas used for the industrial activity and visitors to the site.	**AO3** Ancillary uses and parking areas are located at the front of the building, facing the street frontage.	**COMPLIES WITH AO3**	
PO4 Development is designed to prevent contaminants being discharged to land or water.	**AO4** Areas where potentially contaminating substances are used or stored, are: (a) roofed or covered to prevent the ingress of rainfall and run-off; and (b) sealed with an impervious surface and bunded so that any spills are retained on site for removal.	**N/A**	
PO5 Development is designed to ensure hazardous chemicals can be stored safely to prevent fire, toxic release, explosions and contamination.	**AO5.1** The storage of hazardous chemicals does not exceed the volume and quantity thresholds identified in Table 5.1 of the **Model Planning Scheme Development Code for Hazardous Industries and Chemicals**	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	AO5.2 Underground storage of liquid hazardous chemicals does not occur on the site.	**N/A**	
Amenity			
PO6 Landscaping is provided to: (a) soften the built form and hardstand areas; (b) appropriately screen industrial buildings and storage areas; (c) provide a buffer to sensitive land uses and non-industrial zoned land; (d) enhance the visual amenity of the area; and (e) enhance the appearance of the use from transport corridors.	**AO6.1** Landscaping is provided along street frontages with a minimum width of 1.5m and an average width of 3m for the full width of the boundary (excluding entry points). The area is planted with large trees that have a minimum bag size of 100L every 6m and a variety of shrubs.	**N/A – DEVELOPMENT RETAINS THE EXISTING BUILDING AND EXISTING LANDSCAPING**	
	AO6.2 Where the site adjoins: (a) a non-industrial zoned lot; or (b) a sensitive land use; or (c) the rail corridor; or (d) a state controlled road as identified on the **State controlled roads, rail corridor and transport noise corridors overlay map**. A landscape buffer at least 10m wide is provided using plant species and pot sizes that provide at least 50% screening along the boundary within one year and reaches a maturity height greater than 10m.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
 **Figure 9.3.11-1** Illustration showing Industrial design outcomes for landscaping			
PO7 Noise emissions and hours of operation are controlled to prevent loss of amenity and impacts on the health and safety of land zoned for sensitive land uses.	**AO7** Where the development involves noise generating activities and is within 100m of land zoned for sensitive land uses it is ensured that: (a) there are no openings in walls facing a sensitive land use unless shielded to restrict noise emissions from the site; (b) noise emitting equipment such as, but not limited to, air conditioning equipment, pumps and ventilation fans are:	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets **either** the performance outcome or overall outcome	Internal use
	(i) located on the opposite side of the building to the sensitive land use; (ii) enclosed within acoustic barriers; or (iii) located within the building. (c) all noise generating activities are only conducted indoors (excluding the loading and unloading of vehicles); and (d) a low impact industry use only operates between 7am to 6pm Monday to Sunday, and not on a public holiday OR all other uses only operate between 7am to 6pm Monday to Saturday and not on a public holiday.		
PO8 Development protects existing and planned sensitive land uses from being exposed to air, noise and odour emissions from industrial uses that have the potential to adversely impact on human health, amenity and wellbeing.	**AO8** The use is designed to ensure that: (a) the indoor noise objectives set out in the *Environmental Protection (Noise) Policy 2008* are met; (b) the air quality objectives in the *Environmental Protection (Air) Policy 2008* are met; (c) noxious and offensive odours are not experienced at the location of existing and planned sensitive land uses.	**COMPLIES –** Proposal is for Low impact industry and Showroom	
PO9 **Low impact industry zone only** Air emissions are controlled to prevent loss of amenity and impacts on the health and safety of adjoining uses.	**AO9** **Low impact industry zone only** Development does not generate dust, soot, ash, fumes, overspray or odour, beyond the boundaries of the site.	**COMPLIES WITH AO9**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO10 **Low impact industry zone only** Vibrations are controlled to prevent loss of amenity and impacts on the health and safety of adjoining uses.	**AO10** **Low impact industry zone only** Development does not generate vibration emissions beyond the boundary of the site.	**COMPLIES WITH AO10**	
PO11 **Low impact industry zone only** Storage areas are not visible from a public place or sensitive land use.	**AO11** **Low impact industry zone only** Storage areas are: (a) set back at least 10m from roads; and (b) screened with solid fencing or vegetation.	**COMPLIES WITH PO11** The expanded storage area is setback 9.2m from the front boundary. Nevertheless, it is integrated into the wider façade of the building, and does not present as a storage area when viewed from the street.	

City Plan code template

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

Please note:

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

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

9.4.4 General development provisions code

9.4.4.1 Application

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

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

9.4.4.2 Purpose

(1) The purpose of the General development provisions code is to provide a consistent approach to city wide issues and avoid duplication of regulation throughout the City Plan.

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

- (a) Development is designed to maintain the expected level of amenity for the area.
- (b) Development promotes a safe environment and reduces the potential for crime.
- (c) Development is designed to respect the natural values of the land, including vegetation, natural topography and development on steep slopes to minimise impacts on the landscape character of the city's rural, urban and hinterland areas.
- (d) Development does not result in unsightly retaining walls.
- (e) Building services and storage areas are designed and located to avoid nuisance to adjoining premises and avoid an unattractive appearance when viewed from the street.

(f) Development does not cause adverse stormwater drainage impacts on or off the site.

(g) Development is connected to essential services and public utilities in accordance with infrastructure provider requirements.

(h) Development is designed and located to ensure it does not adversely impact on Council infrastructure.

9.4.4.3 Specific benchmarks for assessment

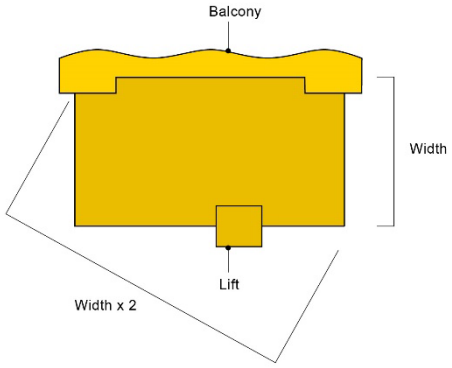
PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

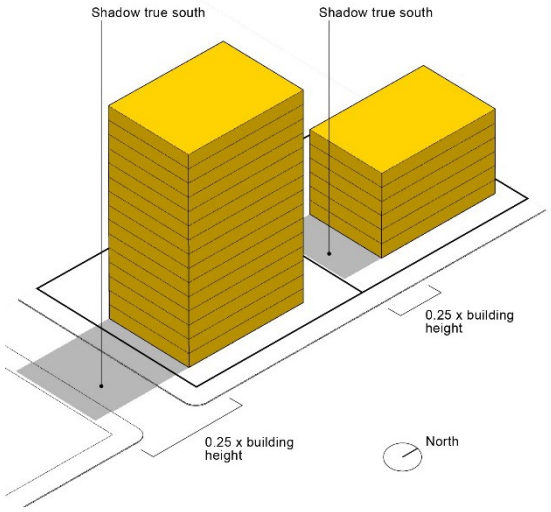
Table 9.4.4-2: General development provisions code – for assessable development

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

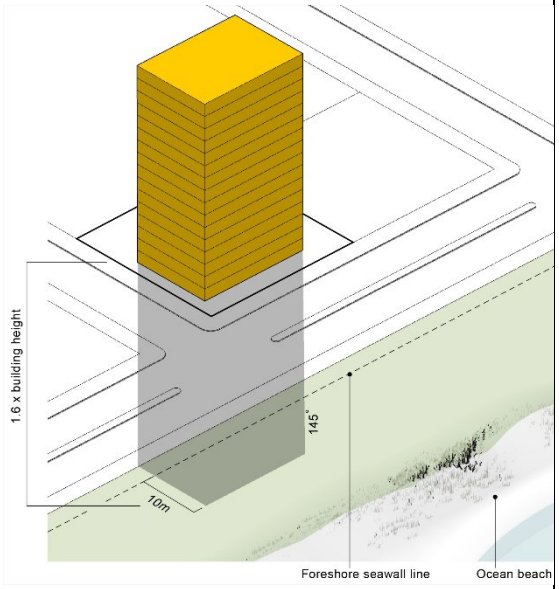
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminating substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.			
Development along the Pacific Motorway and heavy railway line			
PO3 Development adjacent to the Pacific Motorway and heavy railway line minimises views of the storage of outdoor plant and equipment, including service areas to provide an attractive outlook for persons using the transport network.	**AO3** Where the site is adjacent to the Pacific Motorway or a heavy rail line, areas used for outdoor storage, including service areas are screened from view from users of the motorway or heavy rail line by buildings, solid fencing or vegetation.	**N/A**	
Landscaping			
PO4 The proposal provides landscape work that protects and enhances the character of the local area.	**AO4.1** For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences a Statement of Landscape Intent prepared in accordance with **SC6.13 City Plan policy – Landscape work** demonstrating	**N/A – THE DEVELOPMENT REUSES THE EXISTING BUILDING AND LANDSCAPING**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	that the landscaping will provide amenity for site users and will protect and enhance the character of the local area. **AO4.2** An Open Space Management Statement is prepared in accordance with **SC6.13 City Plan policy – Landscape work** where landscape works are proposed to be undertaken on land that is or is intended to be, public open space.		
Building services			
PO5 All mechanical equipment is located and housed so as not to cause disturbance to residents within or adjoining the development.	**AO5** **For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences:** The mechanical equipment, including air-conditioning plant and swimming pool pumps, is incorporated within the building. OR The mechanical equipment, including air-conditioning plant and swimming pool pumps, is housed external to the principal building and: (a) is contained within a solid structure; and (b) located no closer than 1.5m to any site boundary.	**COMPLIES WITH AO5**	
Casual surveillance and lighting			
PO6 Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime.	**AO6** No acceptable outcome provided.	**COMPLIES**	

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

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

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

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Earthworks and treatment of retaining walls			
PO9 Earthworks and retaining walls associated with the development do not create a negative visual impact upon neighbouring properties or the streetscape.	**AO9** Retaining walls and batters comply with the requirements of **SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards**.	**N/A**	
Stormwater drainage			
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	**AO10** All development incorporates stormwater drainage works to comply with the requirements of **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.	**COMPLIES WITH AO10 – EXISTING STORMWATER OUTCOME RETAINED**	
Infrastructure			
PO11 All development ensures connection to public utilities to meet the needs of the development, including sewer, water, electricity and communications services.	**AO11** All development is provided with services, as follows: (a) electricity supply and communication services (b) reticulated water supply, when within the mapped 'water supply service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space or Rural zones (c) reticulated sewer network, when within the mapped 'wastewater service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space, Rural or Rural residential zones.	**COMPLIES**	

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

City Plan code template

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

Please note:

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

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

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

9.4.5 Healthy waters code

9.4.5.1 Application

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

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

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

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

Topic	Assessment triggers	Applicable assessment benchmarks
Erosion and sediment control	All development.	For accepted development subject to requirements: **RO1, RO2**
		For assessable development: **PO1, PO2**

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

This code does not apply in the following instances:

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

(2) a sales office.

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

9.4.5.2 Purpose

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9.4.5.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.5-3: Healthy waters code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Erosion and sediment control			
PO1 Stormwater discharge from a development site achieves the construction phase water quality objectives of **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**.	**AO1** No acceptable outcome provided.	**COMPLIES WITH PO1**	
PO2 Erosion, sediment and dust is appropriately managed during the construction phase.	**AO2** The level of risk for soil erosion and sediment pollution to the environment is determined by an erosion hazard assessment, completed by a suitably-qualified person in accordance with the criteria in **Table 9.4.5-4: Erosion hazard assessment**. Where the erosion hazard assessment has a risk score of: (a) less than or equal to 10: A deemed to comply report is prepared by a suitably qualified person for Council approval, including conceptual location and design drawings of each treatment measure in plan and section views, in accordance with the *Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008.*	**COMPLIES WITH AO2**	

	(b) greater than 10 or developments involving multiple stages of disturbance or more than 1.25 ha of land: (i) For material change of use or reconfiguring a lot, a conceptual erosion and sediment control plan (ESCP) is prepared by a suitably-qualified person for Council approval in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**, and the *Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008*. (ii) For operational work, a detailed ESCP is prepared by a suitably-qualified person in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**, and *Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008*. The ESCP is to detail appropriate treatment measures for the construction phase of development, demonstrating how the minimum design objectives in **Table 9.4.5-5: Stormwater design objectives** are achieved, including: (a) measures to ensure the release of sediment-laden stormwater for the		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	nominated design storm are minimised when the design storm is exceeded; (b) detailed design, installation, construction, monitoring and maintenance requirements of all approved proprietary products in accordance with local conditions and manufacturer's recommendations; and (c) details of how the ESCP aligns with the approved development staging plan.		
Stormwater quality			
PO3 Development appropriately manages stormwater quality to: (a) protect natural ecosystems; (b) protect water quality; (c) reduce runoff and peak flows; and (d) meet the water quality objectives and environmental values for Queensland waters. **Note: Water quality objectives and environmental values for Queensland waters are contained within *Schedule 1* of the *Environmental Protection (Water) Policy 2009*. Water quality objectives are locally specific and vary between and within river catchments.**	**AO3.1** For post developed sites, the following minimum pollutant reduction targets are achieved: (a) Gross pollutants (>5mm) – 90%; (b) Total Suspended Solids (TSS) – 80%, (c) Total Phosphorus (TP) – 60%; and (d) Total Nitrogen (TN) – 45%.	**N/A**	
	AO3.2 For development on land less than 1.25ha, a deemed to comply solution for stormwater quality is achieved in accordance with **Table 9.4.5-6: Stormwater quality deemed to comply solutions**.	**N/A**	
	AO3.3	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Note: A stormwater quality management plan prepared by a suitably qualified person in accordance with SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards, is Council's preferred method for addressing this performance outcome.	For development on land greater than 1.25ha, a stormwater quality management plan is to be prepared by a suitably qualified person in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**, is required.		
Waterway stability			
PO4 In-stream erosion, downstream of urban development is prevented by controlling the rate (or magnitude) and duration of sediment transporting flows.	**AO4** Post-development peak 0.632 Annual Exceedance Probability (AEP) event discharge within receiving waterway is limited to pre-development peak 0.632 AEP event discharge and is in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards.**	**N/A**	
Stormwater quantity control			
PO5 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	**AO5** The following is achieved external to the development site: (a) no increase in peak flood flow rate from the development site for all events up to and including the 1% AEP; (b) no increase in peak flood velocities from the development site for all events up to and including the 1% AEP; (c) no increase in peak flood level from the development site for all events up to and including the 1% AEP; and	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	(d) stormwater outfalls or discharge is located to avoid conflict with existing usage of downstream land or impacts on existing watercourse or drainage.		
Lawful point of discharge			
PO6 Development ensures the stormwater systems are designed to not cause actionable nuisance that would adversely affect adjoining (upstream or downstream) properties.	**AO6** A lawful point of discharge must be identified and demonstrated that all discharge point/s from the development are in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**.	**N/A**	
Overland flow paths			
PO7 Development must not obstruct free open surface flow of stormwater through a site.	**AO7** Overland flowing stormwater is allowed free open surface flow between the street and any waterway at the rear or sides of a property, in accordance with the provisions of the *Building Code of Australia.*	**N/A**	
Whole of life costs			
PO8 Stormwater infrastructure is designed and constructed to: (a) remain fit for purpose for the life of the development and maintains full functionality in the design flood event; (b) be cost effective to maintain; and (c) ensure no structural damage to existing stormwater infrastructure.	**AO8** No acceptable outcome provided.	**N/A**	
Landscape integration			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO9 Stormwater treatment devices and stormwater infrastructure are designed to: (a) integrate with the urban design and landscape outcomes of the development; (b) complement natural environments, wetlands and watercourses; (c) protect environmental values; (d) enhance visual amenity; and (e) incorporate CPTED principles in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.	**AO9.1** Where stormwater treatment devices and stormwater infrastructure are integrated into public open space, a Statement of Landscape Intent is to be prepared by a suitably qualified person, for approval by Council. The plan is to demonstrate that the operation of stormwater infrastructure does not compromise the function of any co-located uses and reflect the design principles within **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards.** **Note: A Statement of landscape intent is to be prepared in accordance with SC6.13 City Plan policy – Landscape work.**	**N/A**	
	AO9.2 Stormwater treatment devices are located offline to any upstream catchment. **Note: This provision relates to the integration of stormwater treatment devices and stormwater infrastructure into the landscape. Development identified on the Environmental significance – wetlands and watercourse overlay map will still require assessment against the Environmental significance overlay code.**	**N/A**	
	AO9.3 All stormwater outlets that are located adjacent to watercourses, creeks and drainage paths are aligned at a maximum of 45 degrees to the downstream direction of flow, and energy dissipation measures installed to minimise scour.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Public safety			
PO10 Stormwater treatment devices and stormwater infrastructure minimise impacts on public health and safety.	**AO10** All stormwater quantity control measures are designed in accordance with **SC6.12 City Plan policy – Land development guidelines**, **Section 4 – Stormwater drainage and water sensitive urban design standards**.	**N/A**	
Maintenance access			
PO11 Maintenance access is provided for all stormwater management systems and considers: (a) the type of vehicle or machinery needed to service particular assets; and (b) the need to ensure a safe working environment for maintenance personnel and the public.	**AO11.1** All weather vehicle access is to be provided to inlet zones of the stormwater treatment systems in accordance with **Table 9.4.5-7: Maintenance access requirements (slope).**	**N/A**	
	AO11.2 Maintenance access is to be provided around the perimeter of all stormwater treatment systems in accordance with **Table 9.4.5-8: Maintenance access requirements (size).**	**N/A**	
	AO11.3 A maintenance buffer is provided around the perimeter of all stormwater treatment devices and adjoining private property equal to: (a) 1m in width; or (b) the width of a perimeter maintenance access, as delivered in AO11.2, plus 0.5m. The maintenance buffer is measured from the adjacent allotment boundary to the top	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	of batter around the treatment measure. The maximum slope on the maintenance buffer is 1 in 10.		
Fauna movement			
PO12 Stormwater conveyance structures and channels are designed to ensure the safe movement of native fauna and provide for terrestrial and aquatic passage.	**AO12.1** Stormwater drainage structures and channels minimise impacts on aquatic fauna and associated habitats and provide opportunities for beneficial habitat uses of structures in accordance with the *Department of Primary Industries and Fisheries – Fisheries guidelines for Fish-friendly structures (2006).*	**N/A**	
	AO12.2 Stormwater drainage structures allow for the safe movement of terrestrial fauna in accordance with: (a) the Queensland Government Fauna Sensitive Road Design Manual Volume 2: Preferred Practices; and (b) the Queensland Government Koala-Sensitive Design Guidelines.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Wastewater management			
PO13 Development does not discharge wastewater to receiving waters or areas external to the site unless demonstrated to be the best-practice environmental management for that site and takes into consideration: (a) the applicable water quality objectives for the receiving waters; and (b) the potential adverse impact on ecosystem health of receiving waters.	**AO13** Where the development involves the discharge of wastewater, a Wastewater Management Plan (WWMP) is prepared, demonstrating compliance with the performance outcome, by a suitably qualified person and submitted to the Council, detailing all of the following: (a) wastewater type; (b) climatic conditions; (c) water quality objectives; (d) best-practice environmental management; (e) waste management hierarchy; and (f) the WWMP provides for the management of wastewater in accordance with a wastewater management hierarchy that: (i) avoids wastewater discharge to watercourses; or (ii) if wastewater discharge to the environment cannot practicably be avoided wastewater discharge to watercourses is minimised through re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.	**N/A**	
Dewatering management			
PO14 Dewatering occurs in accordance with an	**AO14** No acceptable outcome provided.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
approved Dewatering management plan.			
Woongoolba flood mitigation catchment area			
PO15 In the Woongoolba flood mitigation catchment area, shown on the **Water catchments and dual supply system area overlay map**, peak outflow and its timing for Q2, Q5 and Q10 for rainfall events up to 72 hours does not change as a result of development.	**AO15** No acceptable outcome provided.	**N/A**	

State Planning Policy July 2017

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

Policies	Demonstrate how the proposal meets the policy?	Internal use
water quality outcome to the relevant stormwater management design objectives in table B (appendix 2) of the State Planning Policy.		

Table 9.4.5-3: Erosion hazard assessment

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

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

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

Table 9.4.5-5: Stormwater design objectives

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

(3) All exposed areas greater than 2500 metres must be provided with sediment controls which are designed, implemented and maintained to a standard which would achieve at least 80% of the average annual runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5–8.5).	• A commonly used design storm for basin sizing is 80th percentile five-day event. Depending on the settling characteristics of local soils, a higher 'operational' design storm can be achieved with chemical dosing operated in flow-through mode in a large storm with rainfall-activated auto-flocculent dosing, and advanced hydraulic efficiency features such as floating off-takes, and a sediment forebay. • TSS = Total Suspended Solids. Turbidity measurements (e.g. 60 Nephelometric Turbidity Units (NTU)) could be used; however, for accuracy, a site-specific relationship should be developed between turbidity and TSS.

Table 9.4.5-6: Stormwater quality deemed to comply solutions

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

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

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

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

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

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

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

Table 9.4.5-7: Maintenance access requirements (slope)

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

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

Table 9.4.5-8: Maintenance access requirements (size)

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

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

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

City Plan code template

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

Please note:

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

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

9.4.13 Transport code

9.4.13.1 Application

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

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

(b) involving:

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

  (ii) only minor building work; and

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

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

9.4.13.2 Purpose

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

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

  (a) Development ensures that:

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

(A) meet the needs of the development;

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

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

(D) promote a high quality public realm.

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

(b) An integrated transport system is provided that:

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

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

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

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

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

(c) Active transport networks are provided that:

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

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

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

(iv) are clear and easily accessed; and

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

(d) Public transport networks are provided that:

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

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

(iii) are clear and easily accessed.

(e) A road network is provided that:

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

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

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

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

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

(f) Major freight corridors and haulage routes:

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

(g) Navigable waterways:

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

9.4.13.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.13-2: Transport code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Car parking and travel demand			
PO1 Development provides off-street car parking to accommodate the parking demand and allows for various modes of	**AO1** Off- street car parking spaces are provided in accordance with the identified relevant table as follows:	**COMPLIES WITH AO1**	

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
travel to reduce dependency on private vehicle usage. OR Where located in the Centre zone or the Southport Priority Development Area, development: (a) maximises the efficiency of car parking provided; (b) reduces congestion and car dependency; and (c) encourages alternative transport options such as walking, cycling and the use of public transport. **Note: For an increase in scale or intensity of an existing lawful use, this PO and AO applies to the extent of the increase, provided existing car parking areas are not reduced or disturbed.**	**Location**	**Off-street car parking rate**		
	Centre zone and High density residential zone where nominated in the Transport hub area in **Figure 9.4.13-1: Transport hub area**	**Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub**		
	Centre zone not nominated in the Transport hub area in **Figure 9.4.13-1: Transport hub area**	**Table 9.4.13-5: Car parking rates – Centre zone – outside Transport hub area**		
	Special purposes zone – Special development area precinct – Southport Priority Development Area	**Table 9.4.13-6: Car parking rates – Southport Priority Development Area**		
	All other zones	**Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority**		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	Development Area		
PO2 Car parking spaces for employees and visitors to the development are maximised and allow for efficient functioning of the site and surrounding traffic network.	**AO2** Car parking spaces for employees and visitors to the development are accessible at all times and not restricted by allocation of spaces, gateways, doors or similar devices.	**COMPLIES WITH AO2**	
Servicing			
PO3 Development accommodates the required design service vehicle (including waste collection) in accordance with: (a) **Table 9.4.13-8: Service vehicle requirements**; and (b) **Table 9.4.13-9: Minimum class of service vehicle**; and (c) *AS2890.2: Parking facilities Part 2: Off-street commercial vehicle facilities* to allow for: (i) loading and unloading of service vehicles wholly within the site; (ii) pathways from service areas to tenancies at a width and grade that allows for unimpeded manoeuvring of goods (i.e. clear of doors, gates or landscaping); (iii) waste collection vehicles to appropriately service the development;	**AO3** No acceptable outcome provided.	**COMPLIES WITH PO3** The development provides an 8m deep delivery bay within the building, ensuring all deliveries can be undertaken internal to the subject site. The development features minimal changes to the building footprint and car parking layout, ensuring all aisle widths remain as existing. The driveway connects both verge crossings, allowing forward ingress and egress through the site. This enables the site to continue to provide waste servicing in a compliant manner.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
(iv) safe pickup and set-down of passengers on-site; (v) unobstructed access to off-street parking areas; and (vi) an efficient and safe traffic network.			
PO4 Development ensures that service vehicle routes to and from the development minimise impacts on residential safety and amenity.	**AO4** No acceptable outcome provided.	**COMPLIES WITH PO4** The development provides an 8m deep delivery bay within the building, ensuring all deliveries can be undertaken internal to the subject site. The development features minimal changes to the building footprint and car parking layout, ensuring all aisle widths remain as existing. The driveway connects both verge crossings, allowing forward ingress and egress through the site. This enables the site to continue to provide waste servicing in a compliant manner.	
Public transport network			
PO5 Development that attracts large numbers of people, integrates the provision of on-site public transport facilities which are connected to: (a) adjoining uses; (b) the existing road network; (c) existing or future public transport facilities; and (d) public areas.	**AO5.1** On-site public transport facilities (including stops) are integrated with the following land uses: (a) Air services; (b) Educational establishment (new and existing); (c) Hospital; (d) Major sport, recreation and entertainment facility; (e) Shop (2,000m² or greater); and (f) Tourist attraction.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	AO5.2 Development provides safe, attractive and convenient pedestrian and cycle pathways connected to: (a) adjoining uses; (b) the existing road network; (c) existing or future public transport facilities; and (d) public areas.		
PO6 Development within 400m walking distance of a high frequency public transport stop or rail station provides attractive, safe and convenient linkages to this infrastructure.	**AO6** No acceptable outcome provided.	**N/A**	
Active transport network			
PO7 Off-street bicycle parking and off-street end-of-trip facilities are provided to encourage active transport and are: (a) designed to meet the needs and volumes of pedestrians and cyclists; and (b) located in safe, convenient and highly accessible areas.	**AO7.1** Development provides off-street bicycle parking and off-street end-of-trip facilities in accordance with **Table 9.4.13-10: Bicycle parking rates** and **Table 9.4.13-11: End-of-trip facilities for active travel users**.	**N/A** Although the development does not provide bicycle parking, the use and location (in an industrial zone along a high-traffic road) is not expected to result in a demand for cycling.	
	AO7.2 Location of off-street, end-of-trip facilities are:	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Note: This PO does not apply to the following uses: • **Dwelling house;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings)**	(a) within 50m to off-street bicycle parking; and (b) clearly signed off-street bicycle parking areas.		
	AO7.3 Signage indicating location of off-street bicycle parking is: (a) clearly identifiable within the site; (b) at ground level, external to buildings; and (c) in accordance with *AS2890.3:Parking facilities Part 3: Bicycle parking*.	**N/A**	
	AO7.4 Off-street bicycle parking areas are: (a) clear of pedestrian movement paths; (b) visible from the street to allow casual surveillance; (c) located clear of vehicle movement; (d) well lit; (e) protected from the weather; (f) connected from the road via direct pathways/ramps; and (g) in accordance with the cycling aspects of austroads and *AS2890.3:Parking facilities Part 3: Bicycle parking*.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO8 Development provides pedestrian and cyclist pathways to all street frontages and set down areas, and: (a) allows for safe movement; (b) is convenient and direct; (c) is clearly identifiable; and (d) is clear of potential vehicle movements.	**AO8.1** Development provides a pathway from the primary street frontage and car parking set-down areas, to connect to the main entry of the building. OR For development with 21 dwellings or more, a pathway is provided for each road frontage and car parking set-down area(s) to the main entry of the building.	**N/A – NO CHANGES TO PATHWAYS PROPOSED**	
	AO8.2 Pathways are to be designed and constructed in accordance with *AS 1428.1: Design for access and mobility Part 1: General requirements for access – New building work*.	**N/A**	
	AO8.3 Pathways are separated from vehicle movements.	**N/A**	
PO9 Public pathways are provided: (a) within the road reserve, adjacent to, and for the full length of, the sites road frontage; and (b) in accordance with **SC6.12 City Plan policy – Land development guidelines**. **Note: This PO does not apply to the following uses:**	**AO9** No acceptable outcome provided.	**N/A – NO CHANGES TO PATHWAYS PROPOSED**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
• **Dwelling house;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings).**			
PO10 Development contributes to the safe and efficient provision and operation of the bicycle and pedestrian network.	**AO10.1** Pathways and on-road cycle lanes are designed and constructed in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	**N/A**	
	AO10.2 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.	**N/A**	
Roads and freight			
PO11 Public roads including upgrades are designed to an appropriate standard and are designed to: (a) prevent the need for traffic calming devices to manage vehicle design speed; (b) deter through traffic if the roads function is primarily for access; and (c) create safe conditions for pedestrians and cyclists.	**AO11** New roads and upgrades to roads are designed and constructed in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards.**	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO12 Corner lots include truncations at each roadway intersection to ensure the intersection and sight lines are safe and functional.	**AO12.1** Corner lots are truncated at each roadway intersection by: (a) three equal chords of a 6m radius for non-industrial lots and are dedicated to Council as public road; or (b) three equal chords of a 8m radius for industrial lots and are dedicated to Council as public road.	**COMPLIES**	
	AO12.2 At roundabouts and intersections, corner truncations are wider to maintain verge widths and sight line requirements.	**COMPLIES**	
PO13 New intersections: (a) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network; (b) have verge areas that provide sufficient area for safe pedestrian and cycling movement; and (c) have sufficient area to provide essential services and infrastructure, including traffic management.	**AO13** New intersections are designed and constructed in accordance with *Austroads* and **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	**N/A**	
Ingress and egress			
PO14 All vehicles enter and exit the site in a forward gear (restricted manoeuvring is allowed for service vehicles identified in **Table 9.4.13-8: Service vehicle requirements**).	**AO14** No acceptable outcome provided.	**COMPLIES WITH PO14** The development provides two verge crossings which are linked by an internal driveway.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Note: This PO does not apply to the following uses: • **Dwelling house;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings).** **Editor's note – Access to State controlled roads may require additional approvals in accordance with the *Transport Infrastructure Act 1994***			
PO15 Where identified on the functional road hierarchy (as shown on the zone maps in Schedule 2) and a lot has two or more road frontages, vehicle access is provided from the road with the least on-road traffic.	**AO15** No acceptable outcome provided.	**N/A**	
Integrated transport and land use			
PO16 Development: (a) does not compromise the function and capacity of the existing and planned road network; and (b) appropriately mitigates impacts on the safety and operation of the existing and planned road network. **Note: A Traffic Impact Assessment is Council's preferred method of addressing the above Performance outcome particularly in the following instances:** **(a) when the development is identified as "any other use not listed in this table" or "any**	**AO16** No acceptable outcome is provided.	**COMPLIES**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
other undefined use" in Part 5 – Tables of assessment; (b) freight dependent development; or (c) site access is to a road identified on the Functional road hierarchy (indicated on the Zone maps in Schedule 2); (d) site access is from a road identified on the Pacific motorway service road types overlay map; (e) site access is within 100m of a signalised intersection; (f) site access is within 50m of a roundabout; or (g) a new intersection is proposed; (h) density outcomes in a Zone code are exceeded; or (i) development has the potential to increase existing background traffic (peak period or daily traffic movements) ≥ 5 percent.			
PO17 Development within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections. **Note: Indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2.**	**AO17** No acceptable outcome provided.	**N/A**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
General			
PO18 Continuous circulation aisles are provided within carparking areas to avoid the use of the road network when accessing areas within the development.	**AO18.1** All off-street car parking modules and service areas are accessed by internal circulation aisles.	**COMPLIES**	
	AO18.2 Circulation aisles are not disconnected by car parking modules or service areas.	**COMPLIES**	
	AO18.3 All access driveways are linked by circulation aisles and free from parking manoeuvres.	**COMPLIES**	
	AO18.4 All vehicles can circulate throughout the site in a forward gear without performing reverse manoeuvres.	**COMPLIES**	
PO19 Off street car parking areas: (a) provide a legible and efficient internal layout; (b) ensure the safety and security of users; (c) are clearly distinguishable from pedestrian paths and entry points; (d) are easily negotiated by vehicles and pedestrians including persons with a disability;	**AO19.1** Off street car parking provided in accordance with *AS 2890.1: Parking facilities – Part 1: Off-street car parking*, *AS 2890.2: Parking facilities – Part 2: Off-street commercial vehicle facilities, AS/NZS 2890.6: Parking facilities Part 6: Off-street parking for people with disabilities* and *AS 1428.1: Design for access and mobility Part 1: General requirements for access – New building work*.	**COMPLIES**	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
(e) ensure that there are no disruptions to or queues onto the public road network; (f) provide sight distances from driveways to ensure visibility between vehicles on the driveway and pedestrians on the verge; (g) are designed, marked and maintained to the current relevant standard; and (h) promote driver expectations consistent with conventional road rules (e.g. keep to the left).	**AO19.2** Development does not provide pavement humps or raised platforms in queuing areas.	**COMPLIES**	
	AO19.3 Development is designed so that vehicles do not reverse across marked pedestrian crossings.	**COMPLIES**	
PO20 Any proposed porte-cocheres are designed to enable safe manoeuvring and access of vehicles on-site.	**AO20** Any proposed porte-cocheres are designed to: (a) have a minimum vertical clearance of 4.5m; (b) accommodate vehicles entirely within the site, including the queuing of vehicles; and (c) allow vehicles to circulate in a forward direction at all times.	**N/A**	
PO21 Staged development is planned, designed and constructed to ensure that for each stage: (a) sufficient car parking is provided; and (b) appropriate connections to active and public transport facilities are provided.	**AO21** No acceptable outcome is provided.	**N/A**	

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

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

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

Land use	Minimum number of off-street car parking spaces	
	where 80m² or less	
	Secondary dwelling where greater than 80m²	2
Dwelling unit	2	
Educational establishment	**Preparatory**	1 per staff, plus 1 per 5 children enrolled which may be provided as a passenger set-down/pick-up area
	Primary	1 per staff
	Secondary	1 per staff plus 1 per 10 Year 12 students
	Before and after school care	1 per staff, plus 1 per 5 children enrolled which may be provided as a passenger set-down/pick-up area
	Tertiary and further education	To be determined upon submission of a Car Parking Assessment to Council
	In addition to the car parking requirements a set down/pick-up area is provided.	
Food and drink outlet	5 per 100m² of TUA, plus queuing area for 10 vehicles for any drive-thru facility from the collection point	
Function facility	10 per 100m² of TUA	
Funeral parlour	The greater of: (a) 1 per 10m² of TUA; or (b) 1 per 2.5 persons, based on maximum occupancy	
Garden centre	10, plus 1 space per 100m² of TUA in excess of 3,000m²	
Hardware and trade supplies	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Health care services	The greater of: (a) 1 per 20m² of TUA; or (b) 2 per consulting room, plus 1 space per staff	
High impact industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Home based business	**Bed and breakfast**	1 per guest room in addition to parking provided for the primary dwelling

Land use	Minimum number of off-street car parking spaces	
	Home office	1, in addition to parking provided for the primary dwelling
	Home based child care	0
	Home based business n.e.i.	2, in addition to parking provided for the primary dwelling
Hospital	0.8 per staff plus 1 per 2 beds	
Hotel	6 per 100m² of TUA and 1 space per short term/serviced apartment plus queuing area for 10 vehicles for any drive-through facility from the collection point	
Indoor sport and recreation	**Gymnasium (where 24hr and no classes)**	1 per 20m² of TUA
	Amusement parlour	5 per 100m² TUA
	Squash or enclosed tennis court	6 per court
	Indoor cricket or other court game	20 per court
	Swimming pool or skating rink	15, plus 1 per 100m² of TUA
	Any other operation	1 per 10m² of TUA
Intensive animal industry	1 per staff in addition to parking provided for primary dwelling	
Intensive horticulture	1 per staff in addition to parking provided for primary dwelling	
Low impact industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Marine industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Market	1 per 2 stalls	
Medium impact industry	**Medium impact industry**	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²
	Salvage Yard	0.7 per 100m² of TUA, with a minimum of 5 spaces
Multiple dwelling	(a) 1 per 1 bedroom unit or dwelling; (b) 1.25 per 2 bedroom unit or dwelling; (c) 1.5 per 3 bedroom unit or dwelling;	

Land use	Minimum number of off-street car parking spaces	
	(d) 2 per 4 bedroom unit or dwelling; Plus: (a) where 3 to 4 dwellings, 1 for visitor parking; or (b) where 5 to 6 dwellings, 2 for visitor parking; or (c) where 7 to 9 dwellings, 3 for visitor parking; or (d) where 10 or more dwellings, 3 plus 1 per 10 dwellings for visitor parking thereafter **Note: At least 50% of visitor parking to be provided in a single location**	
Nightclub	5 per 100m² of TUA	
Office	**Office, if real estate agent**	To be determined upon submission of a Car Parking Assessment to Council
	Office, if call centre	To be determined upon submission of a Car Parking Assessment to Council
	Office n.e.i	3 per 100m² of TUA
Outdoor sales	**Vehicle hire**	3 per 100m² of TUA plus 1 per 1.5 vehicles in the vehicle hire fleet and 1 on-site wash bay
	Motor vehicles sale yard	3 per 100m² of TUA plus 0.5 per 100m² of display area
Outdoor sport and recreation	**Tennis court**	4 per court
	Lawn bowls (stand-alone)	20 per green
	Swimming pool	15, plus 1 per 100m² of TUA
	Golf course	The greater of: (a) 4 per hole, plus 3 per 100m² of TUA of clubhouse; or (b) 6 per 100m² of TUA of clubhouse
	Football ground	50 per field
	Any other court game	20 per court
Permanent plantation	1 per staff in addition to parking provided for the primary dwelling	
Place of worship	1 per 2.5 persons, based on maximum occupancy	

Land use	Minimum number of off-street car parking spaces	
Port services	**Marina**	(a) 0.6 per wet berth designed for boats 10m and under; (b) 0.8 per wet berth designed for boats between 10m and 15m; (c) 1 per wet berth designed for boats greater than 15m; (d) 0.2 per dry berth or swing mooring; plus (e) 0.5 per staff; (f) 1 per 50m² TUA of ancillary activities associated with the marina.
Relocatable home park	**Relocatable home park**	1 per relocatable home plus 1 per 5 homes for visitors
Research and technology industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Residential care facility	1 per 2 beds for visitor car parking, and 1 per staff based on maximum residential occupancy **Note: 50% of visitor parking to be provided in a single location**	
Resort complex	1 per 4 dwellings	
Retirement facility	(a) 1 per independent living, self contained dwelling; plus (b) 1 per 4 independent living, self contained dwellings for visitor car parking; plus (c) 1 per staff based on maximum residential occupancy **Note: 50% of visitor parking to be provided in a single location**	
Roadside stall	4	
Rooming accommodation	**Off-site Student accommodation**	1 per 2 students, based on maximum occupancy plus 1 for a manager residence
	Hostel	1 per room, excluding communal areas, plus 1 for a manager residence
	Other	To be determined upon submission of a Car Parking Assessment to Council
Rural industry	1 per staff in addition to parking provided for primary dwelling plus 1 visitor space	
Sales office	**Sales office**	5

Land use	Minimum number of off-street car parking spaces	
	Display dwelling	0
Service industry	**Service industry**	5 per 100m² of TUA
	Laundromat	5 per 100m² of TUA
Service station	2, plus 5 per 100m² of TUA	
Shop	5 per 100m² of TUA	
Short-term accommodation	**Backpackers accommodation**	1 per 8 beds plus 1 for a shuttle bus
	Other	1 per room plus 1 per managers residence
Showroom	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Theatre	**Stand-alone**	To be determined upon submission of a Car Parking Assessment to Council
	Where part of a shopping centre	1 per 8 seats
Tourist attraction	**Existing**	To be determined upon submission of a Car Parking Assessment to Council
Tourist park	**Caravan park**	11 per 10 sites plus 1 per 10 sites for visitors
	Holiday cabins	1 per site or cabin plus 1 per 10 sites for visitors
Transport depot	To be determined upon submission of a Car Parking Assessment to Council	
Veterinary services	5 per 100m² of TUA	
Warehouse	**Warehouse**	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²
	Self storage sheds **0 – 3,000m² GLA**	(a) 3 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 2 parking spaces are to be

Land use	Minimum number of off-street car parking spaces	
		provided behind a secured gate and at the entry to the building
	Self storage sheds **3,001m² - 6,000m² GLA**	(a) 4 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 5 parking spaces are to be provided behind a secured gate
	Self storage sheds **6,001m² - 9,500m² GLA**	(a) 5 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 5 parking spaces are to be provided behind a secured gate
	Self storage sheds **≥ 9,501m² GLA**	To be determined upon submission of a Car Parking Assessment to Council
Wholesale nursery	10, plus 1 space per 100m² of TUA in excess of 3,000m²	
Winery	To be determined upon submission of a Car Parking Assessment to Council	
Any other land use or land use operation	To be determined upon submission of a Car Parking Assessment to Council	

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

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

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

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

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

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

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

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Centre zone	Where the property boundary of a development directly adjoins a Light rail station platform	Non-residential	0
Centre zone	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential –Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 100m² of TUA
Centre zone	Within 800m walking distance	Residential – permanent/long-term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 75m² of TUA

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

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

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

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

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

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

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

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

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

Centre zone	Land Use	Minimum number of off-street car parking spaces
Principal centre		
Coomera	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Residential – serviced and short-term accommodation	1 per 4 units
	Non-residential	1 per 100m² of TUA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 9.4.13-7: Travel demand measures

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

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

Table 9.4.13-8: Service vehicle requirements

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

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

Table 9.4.13-9: Minimum class of service vehicle

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

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

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

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

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

Land use	Minimum class of service vehicle

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

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

Table 9.4.13-10: Bicycle Parking Rates

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

Land use	Long and medium term off-street bicycle parking (staff and residents – Security level B)	Short term off-street bicycle parking (visitors – Security level C)	Additional end-of-trip facilities required (refer to Table 9.4.13-11: End of trip facilities for active travel users)
Adult store	1 per 100m² TUA	1 per 50m² TUA	No
Child care centre	1 per 10 staff	2 per centre	Yes
Club	1 per 25m² TUA public bar area plus 1 per 100m² public lounge and beer garden area	1 per 100m² TUA	Yes
Educational establishment	1 per 3 students Year 4 and above plus 1 per 10 staff	N/A	Yes
Food and drink outlet	1 per 100m² TUA	1 per 50m² TUA	No
Health care services	1 per 8 consultation rooms	1 per 4 consultation rooms	Yes
High impact industry	1 per 800m² TUA	N/A	No
Hotel	1 per 25m² TUA public bar area plus 1 per 100m² public lounge and beer garden area	1 per 100m² TUA	No
Indoor sport and recreation	1 per 4 employees	1 per 200m² TUA	Yes
Low impact industry	1 per 150m² TUA	N/A	No

Land use	Long and medium term off-street bicycle parking (staff and residents – Security level B)	Short term off-street bicycle parking (visitors – Security level C)	Additional end-of-trip facilities required (refer to Table 9.4.13-11: End of trip facilities for active travel users)
Medium impact industry	1 per 150m² TUA	N/A	No
Multiple dwelling	1 per dwelling	1 per 12 dwellings, to a maximum of 20 spaces	No
Office	1 per 100m² where within 800m walking distance to light rail station, otherwise 1 per 200m² TUA	1 per 500m² TUA	Yes
Rooming accommodation	1 per bedroom	N/A	No
Rooming accommodation if for a hostel	1 per 3 rooms	1 per 12 rooms	No
Residential care facility	1 per 5 beds	1 per 10 staff, based on maximum residential occupancy	No
Retirement facility	1 per dwelling	1 per 3 dwellings	No
Service industry	1 per 100m² TUA	1 per 50m² TUA	No
Service station	1 per 200m² TUA	2 per Service station	No
Shop	1 per 100m² TUA	1 per 50m² TUA	No
Short-term accommodation	1 per 40 dwellings	1 per 20 dwellings	No
Showroom	1 per 800m² TUA	1 per 200m² TUA	No
Warehouse	1 per 800m² TUA	1 per 200m² TUA	No
Waterfront industry	1 per 150m² TUA	N/A	No

Note: User Class as referred to and defined in *AS 2890.3:2015 Parking facilities Part 3: Bicycle parking.*



PART 2.3
STATE CODE COMPLIANCE

ULTIMATE PLANNING SOLUTIONS
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Table 9.4.13-11: End of trip facilities for active travel users

This table sets out the minimum number of end of trip facilities required according to the number of long-term bicycle spaces to be provided. Where the calculated number is not a whole number, the number required is the next highest whole number.

Number of long-term bicycle spaces to be provided	Number of lockers to be provided	Number of showers (within an associated change room) to be provided		Number of toilets to be provided	Number of wash basin stations (including mirrors, electrical outlet & counter top
1-5	1.5 per bicycle space	1 shower and change room of unisex design		1	1
		Male	**Female**		
6-10	1.5 per bicycle space	1 plus change room	1 plus change room	1	2
11-20	1.5 per bicycle space	2 plus change room	2 plus change room	2	4
21-30	1.5 per bicycle space	3 plus change room	3 plus change room	2	6
31-40	1.5 per bicycle space	4 plus change room	4 plus change room	3	8
41-50	1.5 per bicycle space	5 plus change room	5 plus change room	1 per 3 showers required or part thereof	1 per shower
50+	1.5 per bicycle space	4 showers, plus 1 shower for each 10 bicycle spaces provided	4 showers, plus 1 shower for each 10 bicycle spaces provided	1 per 3 showers required or part thereof	1 per shower

State code 1: Development in a state-controlled road environment

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the **state-controlled road.**	**AO1.1** Development is not located in a **state-controlled road**. AND **AO1.2** Development can be maintained without requiring access to a **state-controlled road**.	N/A
PO2 The design and construction of the development does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	Complies
PO3 The location of the development does not obstruct **road transport infrastructure** or adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	Complies
PO4 The location, placement, design and operation of advertising devices, visible from the **state-controlled road**, do not create a	No acceptable outcome is prescribed.	Complies

Performance outcomes	Acceptable outcomes	Response
safety hazard for users of the **state-controlled road**.		
PO5 The design and construction of buildings and **structures** does not create a safety hazard by distracting users of the **state-controlled road**.	**AO5.1** Facades of buildings and **structures** fronting the **state-controlled road** are made of non-reflective materials. AND **AO5.2** Facades of buildings and **structures** do not direct or reflect point light sources into the face of oncoming traffic on the **state-controlled road**. AND **AO5.3** External lighting of buildings and **structures** is not directed into the face of oncoming traffic on the **state-controlled road**. AND **AO5.4** External lighting of buildings and **structures** does not involve flashing or laser lights.	**Complies**
PO6 Road, pedestrian and bikeway bridges over a **state-controlled road** are designed and constructed to prevent projectiles from being thrown onto the **state-controlled road**.	**AO6.1** Road, pedestrian and bikeway bridges over the **state-controlled road** include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	**n/a**
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the **state-controlled road**.	**AO7.1** Landscaping is not located in a **state-controlled road**.	**Complies**

Performance outcomes	Acceptable outcomes	Response
	AND **AO7.2** Landscaping can be maintained without requiring access to a **state-controlled road**. AND **AO7.3** Landscaping does not block or obscure the sight lines for vehicular access to a **state-controlled road**.	
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the **state-controlled road**.	No acceptable outcome is prescribed.	Complies
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	Complies
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	Complies
PO11 Development ensures that stormwater is lawfully discharged.	**AO11.1** Development does not create any new points of discharge to a **state-controlled road.** AND **AO11.2** Development does not concentrate flows to a **state-controlled road**. AND	**Complies**

Performance outcomes	Acceptable outcomes	Response
	AO11.3 Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO11.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **state-controlled road**.	
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a **state-controlled road**.	**AO12.1** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (within +/- 10mm) to existing flood levels within a **state-controlled road**. AND **AO12.2** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a **state-controlled road**. AND **AO12.3** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a **state-controlled road**.	**Complies**
Drainage Infrastructure		

Performance outcomes	Acceptable outcomes	Response
PO13 Drainage infrastructure does not create a safety hazard for users in the **state-controlled road**.	**AO13.1** Drainage infrastructure is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO13.2** Drainage infrastructure can be maintained without requiring access to a **state-controlled road**.	**Complies**
PO14 Drainage infrastructure associated with, or within, a **state-controlled road** is constructed, and designed to ensure the **structural integrity** and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	Complies

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a **new or changed access** to a **state-controlled road** does not compromise the safety of users of the **state-controlled road**.	No acceptable outcome is prescribed.	n/a
PO16 The location, design and operation of a **new or changed access** does not adversely impact the **functional requirements** of the **state-controlled road**.	No acceptable outcome is prescribed.	n/a
PO17 The location, design and operation of a **new or changed access** is consistent with the **future intent** of the **state-controlled road**.	No acceptable outcome is prescribed.	n/a
PO18 New or changed access is consistent with the access for the relevant **limited access road policy**:	No acceptable outcome is prescribed.	n/a

Performance outcomes	Acceptable outcomes	Response
1. **LAR 1** where direct access is prohibited; or 2. **LAR 2** where access may be permitted, subject to assessment.		
PO19 New or changed access to a **local road** within 100 metres of an intersection with a **state-controlled road** does not compromise the safety of users of the **state-controlled road**.	No acceptable outcome is prescribed.	n/a
PO20 New or changed access to a **local road** within 100 metres of an intersection with a **state-controlled road** does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	n/a
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Complies
PO22 Development maintains the ability for people to access **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Complies
PO23 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Complies
PO24 Development does not adversely impact the **structural integrity** or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Complies

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	Complies
PO26 Development ensures **no net worsening** of the operating performance of the **state-controlled road** network.	No acceptable outcome is prescribed.	Complies
PO27 Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	Complies
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	n/a
PO29 Development does not impede delivery of **planned upgrades** of **state-controlled roads**.	No acceptable outcome is prescribed.	n/a
PO30 Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**.	No acceptable outcome is prescribed.	n/a

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	n/a
PO32 Development does not adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	n/a
PO33 Development does not undermine, damage or cause subsidence of a **state-controlled road**.	No acceptable outcome is prescribed.	n/a
PO34 Development does not cause ground water disturbance in a **state-controlled road**.	No acceptable outcome is prescribed.	n/a
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or **structural integrity** of a **state-**	No acceptable outcome is prescribed.	n/a

Performance outcomes	Acceptable outcomes	Response
controlled road or **road transport infrastructure**.		
PO36 Filling and excavation associated with the construction of **new or changed access** do not compromise the operation or capacity of existing drainage infrastructure for a **state-controlled road.**	No acceptable outcome is prescribed.	n/a

Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a **state-controlled road.**	**AO37.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.	n/a

Performance outcomes	Acceptable outcomes	Response
	OR **AO37.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. OR **AO37.3** Development provides a **solid gap-free fence** or other **solid gap-free structure** along the full extent of the boundary closest to the **state-controlled road**.	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a **state-controlled road.**	**AO38.1** Development provides noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR	n/a

Performance outcomes	Acceptable outcomes	Response
	AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a **state-controlled road** in **private open space**.	**AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for **private open space** at the ground floor level; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO39.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** by **alternative noise**	n/a

Performance outcomes	Acceptable outcomes	Response
	attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO40 Development (excluding a **relevant residential building** or **relocated building)** minimises noise intrusion from a **state-controlled road** in **habitable rooms** at the facade.	**AO40.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms**; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO40.2** Development (excluding a **relevant residential building** or **relocated building**) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	n/a

Performance outcomes	Acceptable outcomes	Response
PO41 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	n/a
PO43 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	n/a
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas**; b. in accordance with: i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise),	No acceptable outcome is provided.	n/a

Performance outcomes	Acceptable outcomes	Response
Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		
PO45 Development involving a **childcare centre** or **educational establishment**: 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or	No acceptable outcome is provided.	n/a

Performance outcomes	Acceptable outcomes	Response
4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		
PO46 Development involving: 1. **indoor education areas** and **indoor play areas**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	n/a
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a **childcare centre** or **educational establishment** which have balconies, podiums or elevated **outdoor play areas** predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a **state-controlled road** are provided with: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated **outdoor play areas**.	No acceptable outcome is provided.	n/a

Performance outcomes	Acceptable outcomes	Response
PO48 Development including: 1. **indoor education areas** and **indoor play areas** in a **childcare centre** or **educational establishment**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	n/a
Air, light and vibration		
PO49 Private open space, **outdoor education areas** and **outdoor play areas** are protected from air quality impacts from a **state-controlled road**.	**AO49.1** Each dwelling or unit has access to a **private open space** which is shielded from a **state-controlled road** by a building, **solid gap-free fence**, or other **solid gap-free structure**. OR **AO49.2** Each **outdoor education area** and **outdoor play area** is shielded from a **state-controlled road** by a building, **solid gap-free fence,** or other **solid gap-free structure**.	n/a
PO50 Patient care areas within **hospitals** are protected from vibration impacts from a **state-controlled road** or **type 1 multi-modal corridor**.	**AO50.1 Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1m/s^{1.75}$. AND **AO50.2 Hospitals** are designed and constructed to ensure vibration in the ward of a **patient care**	n/a

Performance outcomes	Acceptable outcomes	Response
	area does not exceed a vibration dose value of $0.4m/s^{1.75}$.	
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a **state-controlled road** or **type 1 multi-modal corridor**, does not: 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	n/a

Table 1.6: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a **future state-controlled road**.	**AO52.1** Development is not located in a **future state-controlled road**. OR ALL OF THE FOLLOWING APPLY: **AO52.2** Development does not involve filling and excavation of, or material changes to, a **future state-controlled road**. AND	n/a

Performance outcomes	Acceptable outcomes	Response
	AO52.3 The intensification of lots does not occur within a **future state-controlled road**. AND **AO52.4** Development does not result in the landlocking of parcels once a **future state-controlled road** is delivered.	
PO53 The location and design of **new or changed access** does not create a safety hazard for users of a **future state-controlled road**.	**AO53.1** Development does not include **new or changed access** to a **future state-controlled road**.	n/a
PO54 Filling, excavation, building foundations and **retaining structures** do not undermine, damage or cause subsidence of a **future state-controlled road**.	No acceptable outcome is prescribed.	n/a
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a **future state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	n/a
PO56 Development ensures that stormwater is lawfully discharged.	**AO56.1** Development does not create any new points of discharge to a **future state-controlled road**. AND **AO56.2** Development does not concentrate flows to a **future state-controlled road**. AND	n/a

Performance outcomes	Acceptable outcomes	Response
	AO56.3 Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO56.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **future state-controlled road**.	

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	Complies
PO2 Development does not adversely impact the structural integrity or physical condition of a **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	Complies
PO3 Development ensures **no net worsening** of the operating performance the **state-controlled road** network.	No acceptable outcome is prescribed.	Complies
PO4 Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	Complies
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	Complies
PO6 Development does not require a new **railway** level crossing.	No acceptable outcome is prescribed.	n/a
PO7 Development does not adversely impact the operating performance of an existing **railway crossing**.	No acceptable outcome is prescribed.	n/a
PO8 Development does not adversely impact on the safety of an existing **railway crossing**.	No acceptable outcome is prescribed.	n/a
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a **railway crossing**.	No acceptable outcome is prescribed.	n/a
PO10 Development does not create a safety hazard within the **railway corridor**.	No acceptable outcome is prescribed.	n/a
PO11 Development does not adversely impact the operating performance of the **railway corridor**.	No acceptable outcome is prescribed.	n/a

Performance outcomes	Acceptable outcomes	Response
PO12 Development does not interfere with or obstruct the **railway transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	n/a
PO13 Development does not adversely impact the structural integrity or physical condition of a **railway corridor** or **rail transport infrastructure**.	No acceptable outcome is prescribed.	n/a
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	Complies
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	Complies
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	Complies
PO17 Development associated with a **state-controlled road** or **road transport infrastructure** ensures that stormwater is lawfully discharged.	**AO17.1** Development does not create any new points of discharge to a **state transport corridor** or **state transport infrastructure**. AND **AO17.2** Development does not concentrate flows to a **state transport corridor**. AND **AO17.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND	Complies

Performance outcomes	Acceptable outcomes	Response
	AO17.4 Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**.	
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a **state transport corridor** or **state transport infrastructure**	*For a **state-controlled road** or **road transport infrastructure**, all of the following apply:* **AO18.1** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a **state transport corridor**. AND **AO18.2** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a **state transport corridor**. AND **AO18.3** For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a **state transport corridor**. *No acceptable outcome is prescribed for a **railway corridor** or **rail transport infrastructure**.*	Complies
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a **state transport corridor**.	*For a **state-controlled road** environment, both of the following apply:*	*Complies*

Performance outcomes	Acceptable outcomes	Response
	AO19.1 Drainage infrastructure associated with, or in a **state-controlled road** is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO19.2** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**. *For a **railway** environment both of the following apply:* **AO19.3** Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site. AND **AO19.4** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.	
PO20 Drainage infrastructure associated with, or in a **state-controlled road** or **road transport infrastructure** is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	Complies
Planned upgrades		
PO21 Development does not impede delivery of **planned upgrades** of **state transport infrastructure**.	No acceptable outcome is prescribed.	Complies

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with **public passenger transport infrastructure**, **active transport infrastructure** or **public passenger services**.	No acceptable outcome is prescribed.	n/a
PO23 Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	n/a
PO24 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	n/a
PO25 Development does not adversely impact the structural integrity or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	n/a
PO26 Upgraded or new **public passenger transport infrastructure** and **active transport infrastructure** is provided to accommodate the demand for **public passenger transport** and **active transport** generated by the development.	No acceptable outcome is prescribed.	n/a
PO27 Development is designed to ensure the location of **public passenger transport infrastructure** prioritises and enables efficient **public passenger services**.	No acceptable outcome is prescribed.	n/a
PO28 Development enables the provision or extension of **public passenger services**, **public passenger transport infrastructure** and **active transport infrastructure** to the development and avoids creating indirect or inefficient routes for **public passenger services**.	No acceptable outcome is prescribed.	n/a

Performance outcomes	Acceptable outcomes	Response
PO29 New or modified road networks are designed to enable development to be serviced by **public passenger services**.	**AO29.1** Roads catering for buses are arterial or **sub-arterial roads**, collector or their equivalent. AND **AO29.2** Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND **AO29.3** Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	n/a
PO30 Development provides safe, direct and convenient access to existing and future **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	n/a
PO31 On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians.	No acceptable outcome is prescribed.	n/a

Performance outcomes	Acceptable outcomes	Response
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	n/a
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and **booked hire services** other than taxis.	No acceptable outcome is prescribed.	n/a
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	**AO34.1** A **taxi facility** is provided parallel to the kerb and adjacent to the main entrance. AND **AO34.2 Taxi facilities** are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	n/a
PO35 Educational establishments are designed to ensure the safe and efficient operation of **public passenger services**, pedestrian and cyclist access and **active transport infrastructure**.	**AO35.1** Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	n/a