

SECTION 2: SUPPORTING DOCUMENTS



60 Dutton Street, Coolangatta

Planning Assessment Report

- Appendix A: Site Analysis Plan
- Appendix B: Site Photos
- Appendix C: City Plan Property Report
- Appendix D: State Overlay Maps
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- Appendix F: City Plan Code Responses
- Appendix G: Existing Decision Notice and Approved Plans



PLANNING ASSESSMENT REPORT – PROPOSED MULTIPLE DWELLING

60 Dutton Street, Coolangatta

*Prepared for Southern Cross Property Holdings
Pty Ltd*



Report Details

Title	Ref	Date	Author
Planning Assessment Report – Proposed Multiple Dwelling – 60 Dutton Street, Coolangatta	2024-12-722	23-Apr-26	Fatima Butalid

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Appendix C.	City Plan Property Report
Appendix D.	State Overlay Maps
Appendix E.	City Infrastructure Assets Map
Appendix F.	Code Responses
Appendix G.	Existing Decision Notice and Approved Plans

1 Introduction

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

The following key aspects of the development are noted:

- The site is a 703m² regular shaped allotment located on the eastern side of Dutton Street in Coolangatta;
- It is currently a vacant allotment after the previously existing two-storey building was demolished;
- The site adjoins Goodwin Park to the east and residential dwellings to the north and south;
- The surrounding area comprises of a mix of single dwellings and apartments with 1-4 storey buildings;
- The four-storey townhouse development accommodates five (5) dwellings (4 bedrooms each) and an overall building height of 13.61m;
- All dwellings feature balconies and terraces directly accessible from the primary living areas of each dwelling which provides views of Dutton Street and Goodwin Park to the east;
- Landscaping is provided along the frontage, rear of the site and on Level 2 via planters;
- The development provides 10 resident car parking spaces and 2 visitor car parking spaces on the ground level. A total of 6 bicycle parking spaces comprising of 5 resident spaces and 1 visitor space is also provided. The visitor space is provided adjacent to the visitor car parking space, and the resident spaces will be provided within each dwelling.

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

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

2 Project Overview

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

Table 2.1: Site Details

Aspect	Details
Title Details	2RP86756
Address	60 Dutton Street, Coolangatta
Site Area	703m ²
Site Frontage	14 metres
Easements	N/A
Land Owner	SOUTHERN CROSS PROPERTY HOLDINGS PTY LTD A.C.N. 682 196 050
Local Government Area	City of Gold Coast
Division	Division 14 (Cr Gail O'Neill)
Planning Scheme	City Plan (version 13)
Zone	Medium density residential zone
Overlays	Acid sulfate soils overlay Airport environs overlay Dwelling house overlay Environmental significance- wetlands and waterways overlay
Regional Plan Designation	Urban Footprint
State Assessment Overlays	SEQ Regional Plan Land Use Categories Water Resource Planning Area Boundaries

Table 2.2: Development Application Details

Aspect	Details
General Description	Townhouse development (5 units)
Application Type	Material Change of Use
Level of Assessment	Code assessment
Defined Land Use	Multiple dwelling
Referral Agencies	N/A
Applicable Code Responses	Medium Density Residential Zone Code Airport Environs Overlay Code Driveways And Vehicle Crossings Code Environmental Significance Overlay Code General Development Provisions Code Healthy Waters Code Multiple Accommodation Code Solid Waste Management Code Transport Code

Submitted Documents	<u>Section 1 – Forms:</u> - DA Form 1; - Land Owner's Consent; and - Infrastructure Charge Proposal Summary; <u>Section 2 – Supporting Documents:</u> - Planning Assessment Report including: - Appendix A: Site Analysis Plan - Appendix B: Site Photos - Appendix C: City Plan Property Report; - Appendix D: State Overlay Maps; - Appendix E: City Infrastructure Assets Map; - Appendix F: City Plan Code Responses; and - Appendix G: Existing Decision Notice and Approved Plans. <u>Section 3 – Plans:</u> - Development Plans <u>Section 4 – Specialist Reports:</u> - Statement of Landscape Intent - Traffic and Transport Assessment - Waste Management Plan - Stormwater Management Plan - Engineering Services Report
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Table 2.3: Applicant Details

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

Table 2.4: Project Team

Organisation	Role	Contact Details
	Planning Assessment Site Analysis Plan	Brendon Walkinshaw (07) 5592 4663 brendon@enhanceup.com

Organisation	Role	Contact Details
	Development Plans	Mark Walsh +61 407 131 500 mark@lightwave.com.au
	Traffic and Transport Assessment Waste Management Plan	James Goodman 07 5594 4473 james.goodman@geleon.com.au
	Stormwater Management Plan Engineering Services Report	Byron Massie 07 5538 0431 ByronM@michaelbale.com.au
	Statement of Landscape Intent	Sam Shepherd 0450 144 473 sam@shepherdurbanla.com

3 Site and Environment

The site is a regular shaped, 703m² allotment located on the eastern side of Dutton Street in Coolangatta. It is currently a vacant allotment after the previously existing two-storey building was demolished. It is located approximately 500 metres south of the Coolangatta centre and adjoins Goodwin Park to the east, and low-rise dwellings to the north and south.

A site location plan, aerial photographs and photograph of the site are provided in **Figures 3.1 to 3.4**.

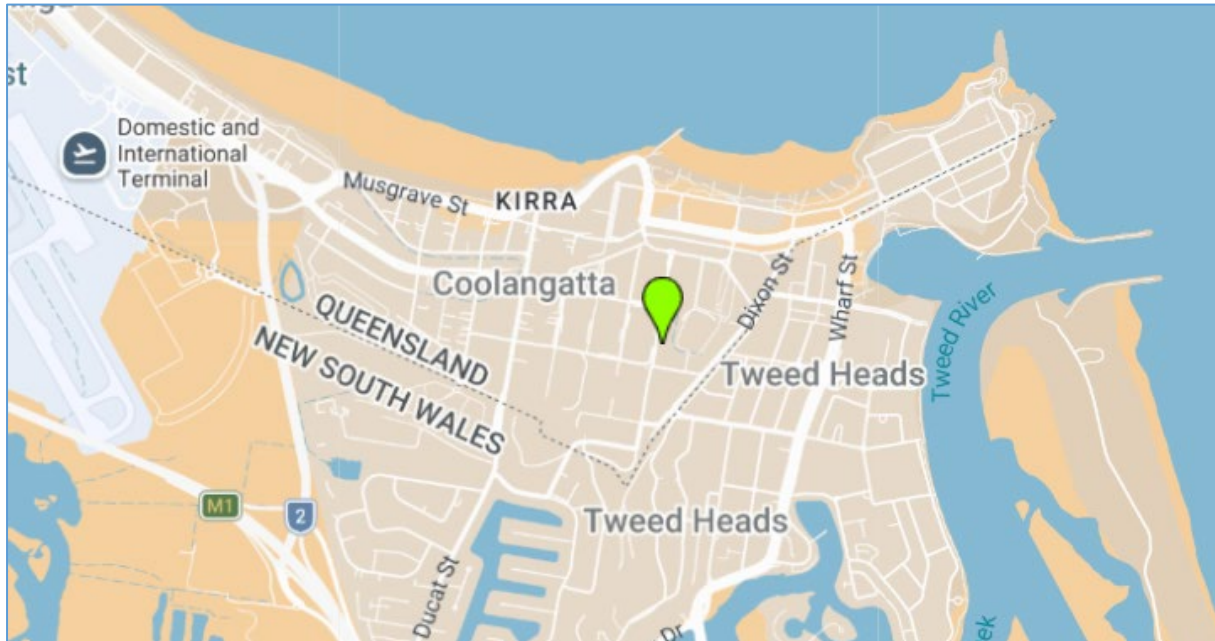


Figure 3.1: Site Location (Google Maps)



Figure 3.2: Aerial Photograph of Area (Queensland Globe)



Figure 3.3: Aerial Photograph of Site (Queensland Globe)



Figure 3.4: Photograph of Site

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

3.1 Local Context

The site is located approximately 500 metres south of the Coolangatta centre within a residential area comprising a mix of single dwellings and low-to-midrise apartment buildings. The site benefits from a

highly strategic and well-serviced location situated within walking distance of both Kirra and Coolangatta beaches, high-quality open space, coastal recreation areas, and an established network of pedestrian and cycle paths.

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

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

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



Figure 3.5: Site Context (Lightwave)

Immediate context is described as follows –

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

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

3.2 Frontage and Access

The site has a 14m frontage to Dutton Street with a narrow crossover and driveway adjacent the site's northern boundary. There is a pedestrian footpath and car parking space within the road verge in front of the site.

Please refer to **Appendix B – Site Photos** for further details.

3.3 Topography

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

3.4 Vegetation, Natural Features and Bushfire Risk

The site includes vegetation including large trees.

3.5 Easements and Encumbrances

The subject site does not include any easements or encumbrances.

3.6 Civil Infrastructure

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



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

Please refer to **Appendix E – Council Infrastructure Assets Map** for further details.

3.7 Approval History of the Site

On 11 November 2025, Council granted an approval for a Combined Development permit (Council ref: COM/2025/157) for the following:

- Material change of use (Multiple dwellings); and
- Operational works (Vegetation clearing)

The Decision Notice was issued on 18 November 2025 and pursuant to *Planning Act 2016*, a 6-year currency period applies; therefore the approval lapses on 18 November 2031.

The approved Site Plan is shown below and a copy of the Existing Decision Notice and Approved Plans are provided in **Appendix G**.

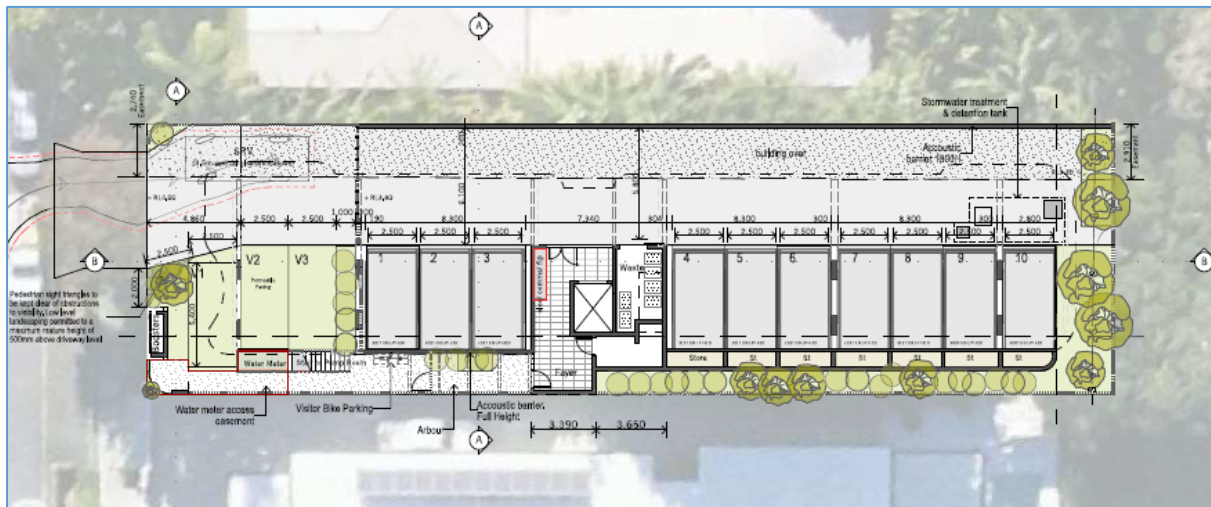


Figure 3.7: Approved Site Plan (MCU)

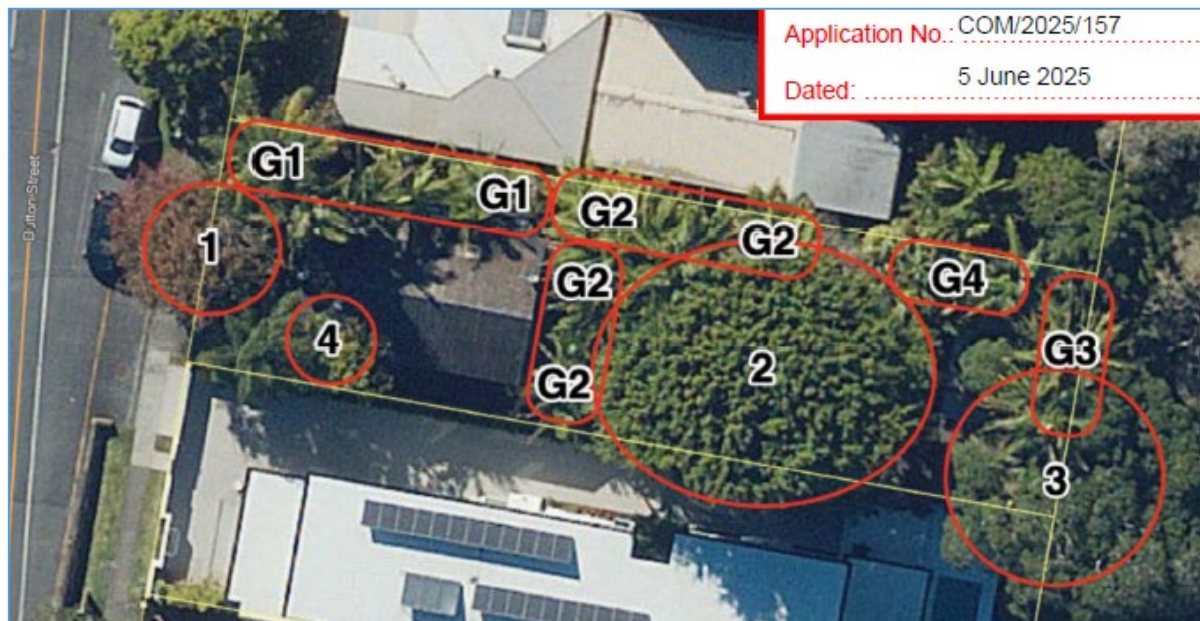


Figure 3.8: Approved OPW Plans

4 Proposed Development

The proposal involves the development of a 4-storey townhouse development with an overall building height of 13.61m. The development comprises five (5) dwellings, each containing four (4) bedrooms.

The ground level accommodates a vehicle crossover, bin storage area, two (2) visitor car parking spaces, ten (10) resident car parking spaces (two spaces within each dwelling garage), and one (1) visitor bicycle parking space located adjacent to the visitor parking area at the rear of the site. A total of five (5) resident bicycle parking spaces is provided, with one space located within each dwelling.

The second level comprises a living room, dining room, kitchen, pantry, bathroom, bedroom, and balcony for each dwelling. The third level contains three (3) bedrooms, two (2) bathrooms, and linen storage for each dwelling. The fourth level includes a multipurpose room, a sitting room/library, provisions for a wardrobe, bathroom, and elevator, and a terrace for each dwelling.

Landscaping is incorporated along the ground level frontage, adjacent to the visitor parking area at the rear of the site, and on Level 2 through the provision of planter boxes.

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

Table 4.1: Development Summary

Aspect	Details
Site Area	705.16 m ²
Dwellings	5 dwellings
Bedrooms	20 bedrooms
Building Height	13.61m (4 storeys)
Site Cover	Ground Floor: 36.9% Level 2: 58.1% Level 3: 55.3% Level 4: 38.8%
Private Open Space	Units 1-4: 8.13m ² balcony, 28.80m ² terrace Unit 5: 9.38m ² balcony, 20.87m ² terrace
Gross Floor Area	1,313m ²
Site Access	Vehicle crossing from Dutton Street
Waste Management	General waste: 2 x 360L bin serviced by kerbside collection Recycling waste: 2 x 360L bin serviced by kerbside collection
Car Parking	Resident spaces: 10 Visitor spaces: 2
Bicycle Parking	Resident spaces: 5 Visitor spaces: 1

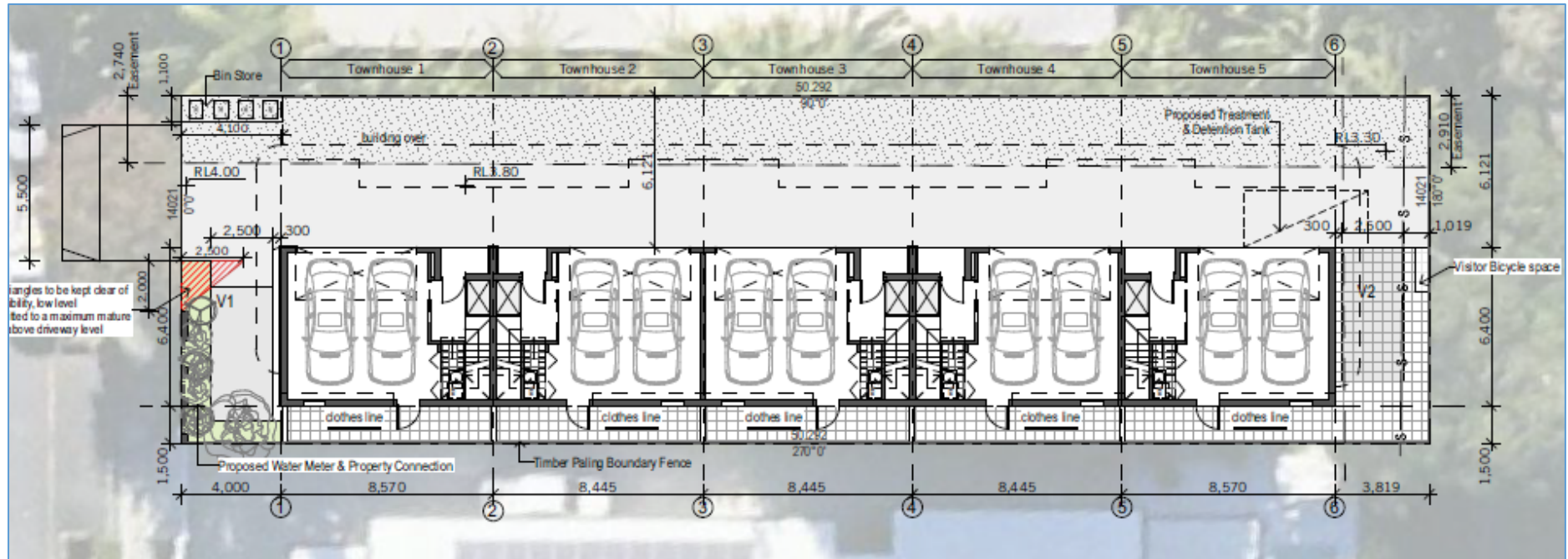


Figure 4.1: Proposed Site Plan

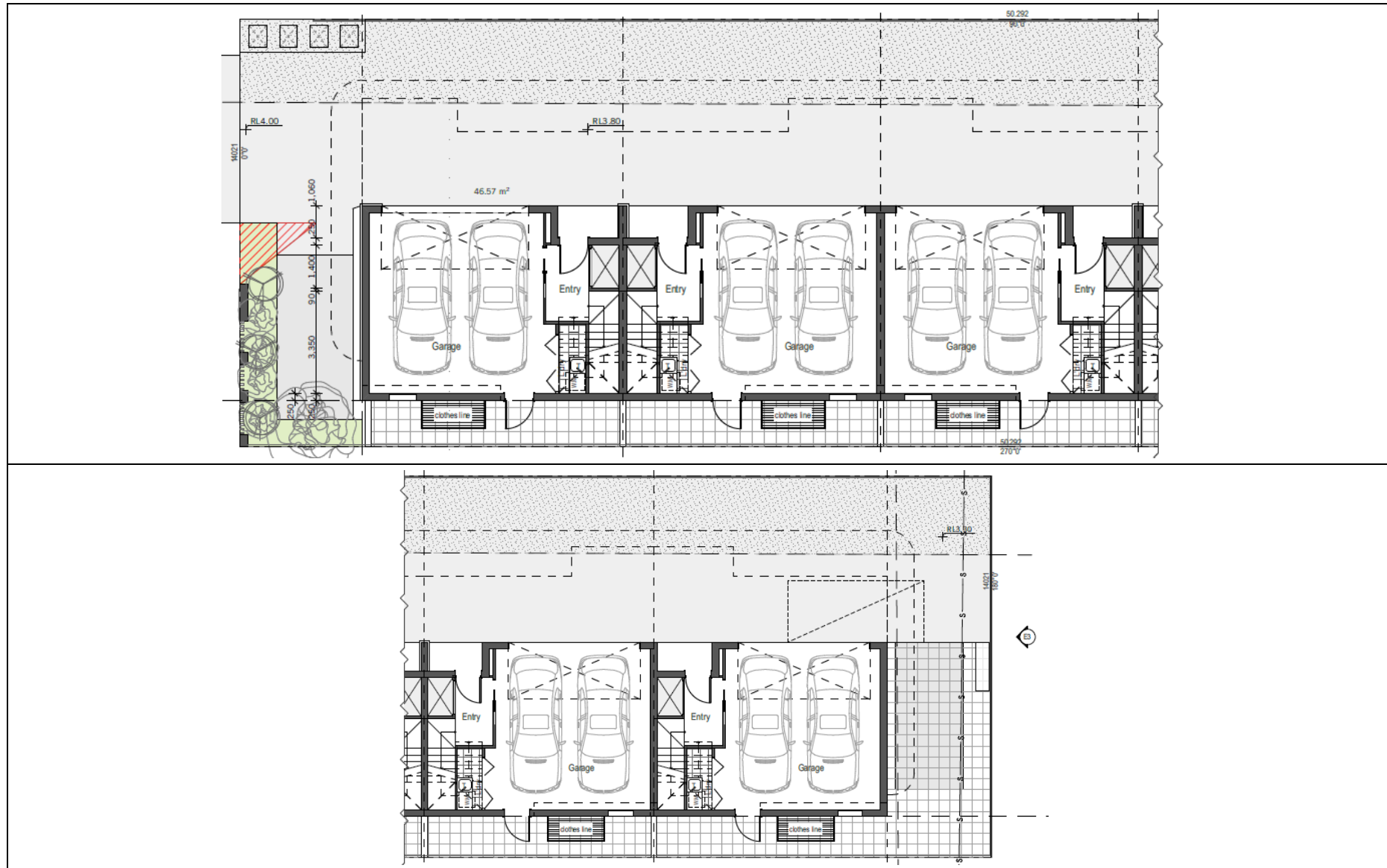


Figure 4.2: Proposed Ground Floor Plan



Figure 4.3: Proposed Level 2 Floor Plan



Figure 4.4: Proposed Level 3 Floor Plan

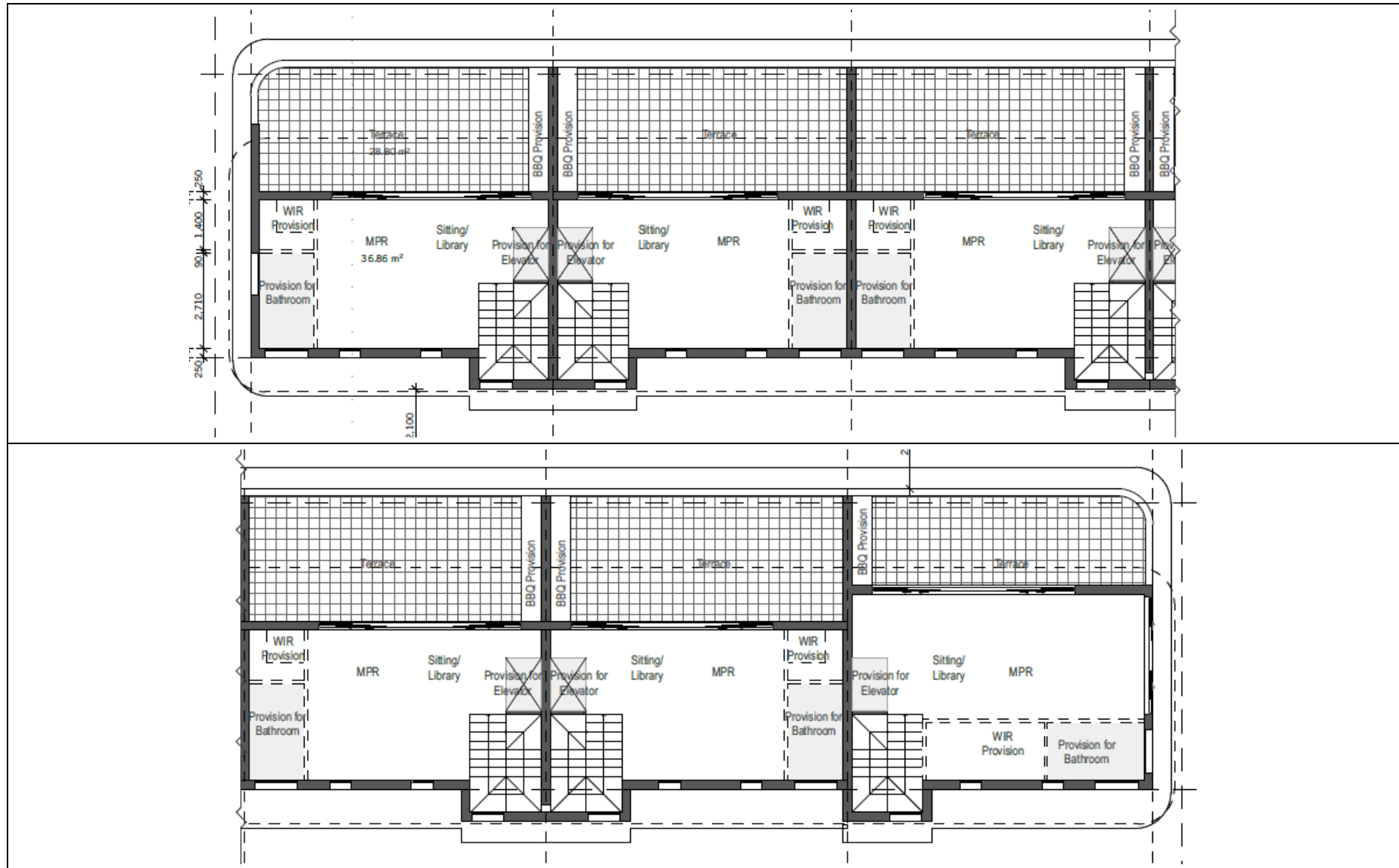


Figure 4.5: Proposed Level 4 Floor Plan

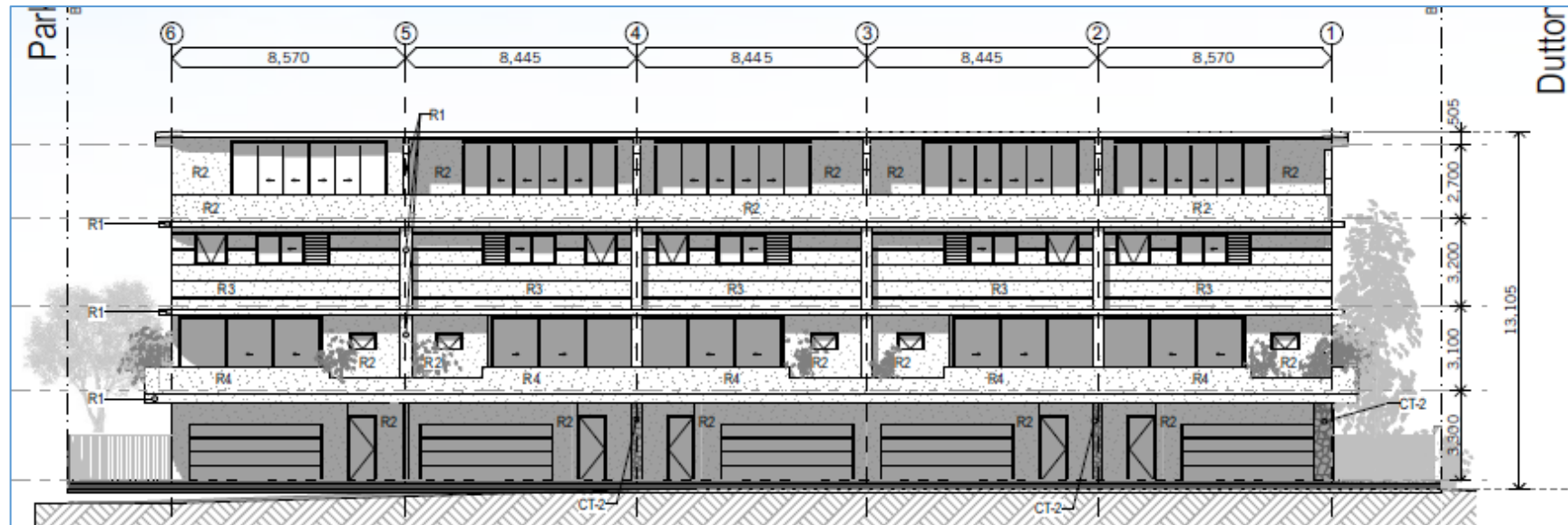


Figure 4.6: Proposed North Elevation

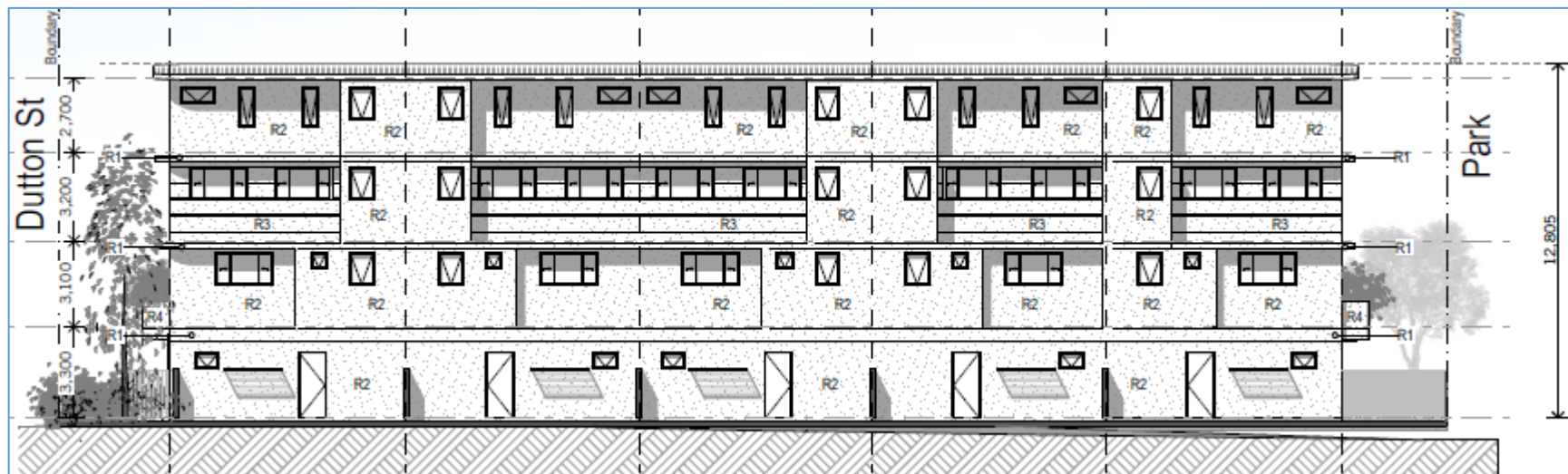


Figure 4.7: Proposed South Elevation

4.1 Form

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

4.1.1 Building Height

The proposed development has an overall building height of 13.61m and comprises of four (4) storeys.

4.1.2 Site Cover

Site cover varies between levels as indicated below –

Level	Area	Percent
Ground Floor	260.68m ²	36.9%
Level 2	409.79m ²	58.1%
Level 3	390.45m ²	55.3%
Level 4	274.14m ²	38.8%

While the Level 2 and Level 3 site cover exceeds the prescribed 50% site cover requirement, the development incorporates a range of design measures that reduce the perceived bulk of the built form. Landscaping is integrated at ground level and through planter boxes on Level 2, while articulation, varied materials, and textures provide visual interest. Combined with appropriate setbacks, these elements create a high-quality built form that responds positively to the streetscape and adjoining properties and minimises the visual impact of the increased site cover.

4.1.3 Setbacks

The following setbacks are proposed –

Boundary	Ground Floor	Level 2	Level 3	Level 4
Front (west)	4m to wall	3m to planter 4m to wall	4 to wall	4m to wall 3.5m to OMP
Rear (east)	3.81m to wall	2.81m to planter	3.81m to wall	3.81m to wall 3.31m to OMP
Side (north)	6.12m to wall	2.01m to wall	2.61m to wall	2.61m to wall 2.01m to OMP
Side (south)	1.5m to wall	2m to wall 1.5m to OMP	2.5m to wall 1.5m to OMP	3m to wall 2.1m to OMP

While minor setback variations are proposed at the upper levels, the development maintains an appropriate interface with adjoining properties through a combination of building articulation, landscaping, and privacy measures. The reduced setbacks primarily relate to planter boxes and areas associated with bathrooms and stairwells, rather than primary living spaces. Appropriate separation distances are maintained, and the development incorporates recessed windows, high sill height windows, and landscaping to minimise amenity impacts. Overall, the proposed setbacks achieve a high-quality built form that responds positively to the streetscape and surrounding residential context.

4.1.4 Landscaping

Landscaping is incorporated along the site frontage and adjacent to the visitor car parking area at the rear of the site, with additional planting provided within Level 2 planter boxes.

4.2 Function

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

4.2.1 Residential Density

The proposed development has a residential density of 1 bed per 35.25m². While this exceeds the prescribed density of 1 bed per 50m² under the City Plan, the density is supported by the site's proximity to a major centre which provides a range of services, retail and commercial uses and within walking distance to parks, beachfront, surf clubs and the main street of Coolangatta. It is also well-served by existing infrastructure provision and transport opportunities.

4.2.2 Private Open Space

Each dwelling is provided with a Level 2 balcony and a Level 4 terrace, both of which are directly accessible from the primary living areas. The balconies for Units 1-4 have an area of 8.13m² each, while the terraces have an area of 28.80m² each. For Unit 5, the balcony has an area of 9.38m² and the terrace has an area of 20.87m².

4.2.3 Privacy

The proposed development incorporates glazed and recessed window openings to minimise direct overlooking and enhance visual privacy between adjoining properties.

4.2.4 Access

The development provides a single vehicle crossover from Dutton Street, leading to a driveway that provides access to the garage of each dwelling.

4.2.5 Car Parking

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

Table 4.2: Car Parking Provisions

Land Use	Quantity	Rate	To comply with AO1	Provision
Multiple dwelling	5 dwellings	2 spaces per 4-bedroom unit	10 resident spaces	10 resident spaces
		Where 5 to 6 dwellings, 2 for visitor parking	2 visitor spaces	2 visitor spaces
TOTAL			12 spaces	12 spaces

As shown above the provision of **12 car spaces** complies with AO1 of the *Transport Code*.

4.2.6 Bicycle Parking

Bicycle parking is to be provided adjacent to the visitor car parking space and the resident spaces will be provided within each unit. The following table identifies the applicable bicycle parking rates as specified by AO7.1 of the *Transport Code*, and the proposed bicycle parking:

Table 4.3: Bicycle Parking Provisions

Land Use	Quantity	Rate	To comply with AO1	Provision
Multiple dwelling	5 dwellings	1 per dwelling	5 resident spaces	5 resident spaces
		1 per 12 dwellings, to a maximum of 20 spaces	1 visitor space	1 visitor space
TOTAL			6 spaces	6 spaces

As shown above the provision of **5 resident spaces** and **1 visitor space** complies with AO7.1 of the *Transport Code*.

4.2.7 Waste Storage

Pursuant to Appendix A of *City Plan Policy SC6.13 – Solid Waste Management*, waste and recycling provisions are shown in **Table 4.4** below.

Table 4.4: Waste and Recycling Provisions

	Provisions	Pick-up Frequency	Storage Capacity Required
Waste	2 x 360L wheelie bin	1 pick-up per week	2 x 360L x 1 collections = 720L
Recycling	2 x 360L wheelie bin	1 pick-up per week	2 x 360L x 1 collections = 720L

A minimum of two **360L** waste bin and two **360L** recycling bin will be provided. Refuse bins will be stored within a dedicated refuse storage area located at ground level in the northwest corner of the site. (refer to **Section 3 – Plans** and extract below).

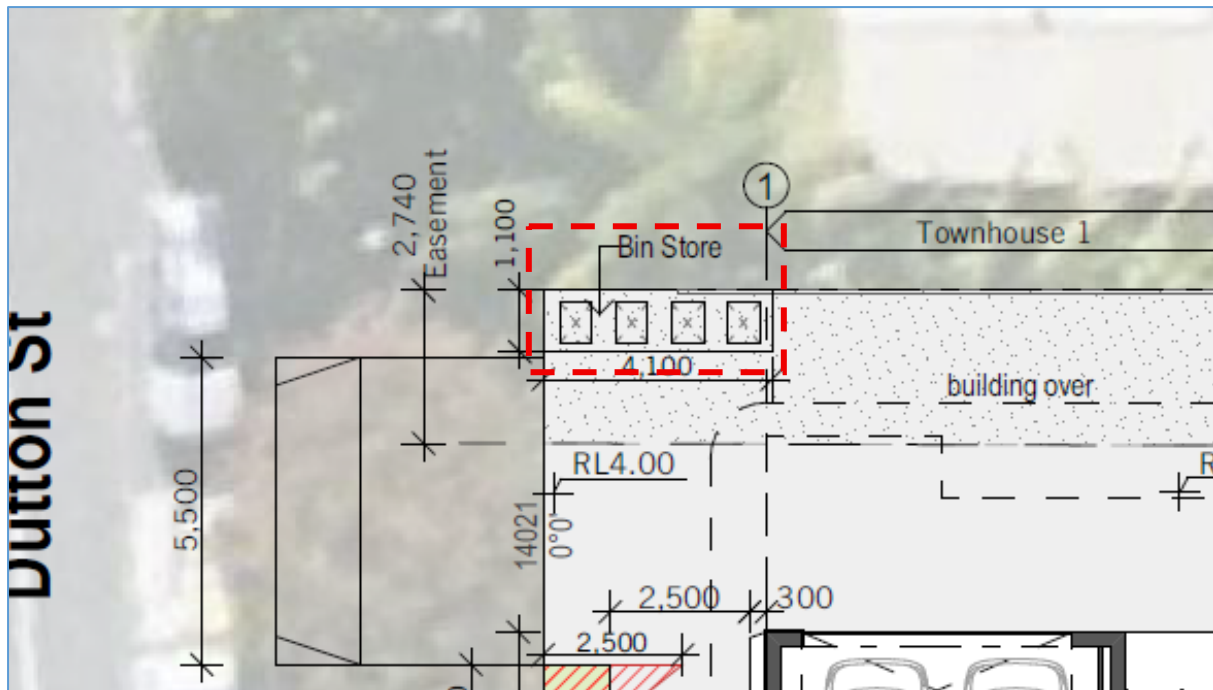


Figure 4.8: Proposal Plans Showing Waste Area

4.2.8 Servicing

Waste Servicing

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

4.2.9 Stormwater Management Plan

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

This report has addressed the management of stormwater quantity and quality to ensure that the proposed development complies with all necessary state and local government policies.

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

- Stormwater detention for the proposed development,
 - The construction of an 8.0m² stormwater detention tank (refer to Section 5 of this report for outlet arrangements).
- Stormwater quality treatment for the proposed development,
 - The installation of a two (2) half height Atlan filters to be located within a 2.0m² treatment chamber to treat flows generated from the proposed development site.

- *The installation of one (1) Atlan Stormsack pit insert to be located within a pit upstream of the treatment tank to treat flows generated from the proposed development site.*

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

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

4.2.10 Engineering Services

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

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

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

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

4.3 Plans for Approval

Development plans for approval are referenced in **Table 4.5**:

Table 4.5: Plan Details

Sheet No.	Issue	Title	Date	Prepared by
DA00.00	-	Cover	-	Lightwave Architectural
DA00.01	-	Content	-	Lightwave Architectural
DA00.02	-	Development Summary	2/6/2026	Lightwave Architectural
DA01.01	-	Site Analysis Cover	-	Lightwave Architectural
DA01.02	-	Location Plan	2/6/2026	Lightwave Architectural
DA01.03	-	Constraints & Opportunities	2/6/2026	Lightwave Architectural
DA01.04	-	Local Character	2/6/2026	Lightwave Architectural
DA01.05	-	Climate Studies	2/6/2026	Lightwave Architectural
DA01.06	-	Existing Condition	2/6/2026	Lightwave Architectural
DA01.07	-	Existing Condition	2/6/2026	Lightwave Architectural
DA10.01	-	Site Plan	2/6/2026	Lightwave Architectural
DA10.02	-	Level 2 Site Plan	2/6/2026	Lightwave Architectural
DA10.03	-	Levels 3 Site Plan	2/6/2026	Lightwave Architectural

DA10.04	-	Level 4 Site Plan	2/6/2026	Lightwave Architectural
DA10.05	-	Ground Floor Plan 1 of 2	2/6/2026	Lightwave Architectural
DA10.06	-	Ground Floor Plan 2 of 2	2/6/2026	Lightwave Architectural
DA10.07	-	Level 2 Floor Plan 1 of 2	2/6/2026	Lightwave Architectural
DA10.08	-	Level 2 Floor Plan 2 of 2	2/6/2026	Lightwave Architectural
DA10.09	-	Level 3 Floor Plan 1 of 2	2/6/2026	Lightwave Architectural
DA10.10	-	Level 3 Floor Plan 2 of 2	2/6/2026	Lightwave Architectural
DA10.11	-	Level 4 Floor Plan 1 of 2	2/6/2026	Lightwave Architectural
DA10.12	-	Level 4 Floor Plan 2 of 2	2/6/2026	Lightwave Architectural
DA20.01	-	East Elevation	2/6/2026	Lightwave Architectural
DA20.02	-	West Elevation	2/6/2026	Lightwave Architectural
DA20.03	-	North Elevation	2/6/2026	Lightwave Architectural
DA20.04	-	South Elevation	2/6/2026	Lightwave Architectural
DA20.05	-	Colour Palette	2/6/2026	Lightwave Architectural
DA20.06	-	Colour Palette	2/6/2026	Lightwave Architectural
DA20.07	-	Colour Palette	2/6/2026	Lightwave Architectural
DA20.08	-	SW Perspective	2/6/2026	Lightwave Architectural
DA20.09	-	NW Perspective	2/6/2026	Lightwave Architectural
DA20.10	-	NW Perspective 2	2/6/2026	Lightwave Architectural
DA30.01	-	Section A	2/6/2026	Lightwave Architectural
DA50.01	-	Site Coverage	2/6/2026	Lightwave Architectural
DA50.02	-	Overshadowing – Winter	2/6/2026	Lightwave Architectural
DA50.03	-	Overshadowing – Summer	2/6/2026	Lightwave Architectural

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

4.4 Specialist Assessment

Various specialist assessments were undertaken as a part of this application as identified in **Table 4.6**:

Table 4.6: Plan Details

Title	Issue	Date	Prepared by
Statement of Landscape Intent	F	2026-05-26	Shepherd Urban Landscape Architecture
Stormwater Management Plan	04	01/06/26	Michael Bale and Associates
Engineering Services Report	03	01/06/26	Michael Bale and Associates
Traffic and Transport Assessment	A	3 June 2026	Geleon
Waste Management Plan	A	3 June 2026	Geleon

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

5 State Planning

5.1 Introduction

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

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

5.2 Type of Development

This application seeks a Development Permit for a Material Change of Use that is deemed to be assessable development by the planning scheme, being the *City Plan, version 13* (**'the City Plan'**).

5.3 Assessment Manager

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

5.4 Level of Assessment

The *City Plan* states that this Development Application requires **Code assessment**. Code assessment is to be undertaken in accordance with Section 45(3) of the *Act*.

5.5 Assessment Benchmarks

When considering an application that is subject to Code assessment the Assessment manager must assess the Development Application only against assessment benchmarks (outlined in Section 26 of the *Regulation*) and having regard to matters prescribed by the *Regulation*, as per Section 45 (3) of the *Act*. The Assessment manager must approve the Development Application to the extent it complies with assessment benchmarks, or if compliance with assessment benchmarks can be achieved by imposing development conditions.

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

5.6 Development Assessment Process

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

assessment process. Version 1.3 of the *DA Rules* currently applies and will be used to inform the process that applies to this Development Application.

5.7 Public Notification

This Development Application is Code assessable and therefore public notification is *not* required.

5.8 State Planning Instruments

State Planning Instruments under the *Act* include:

- The State Planning Policy; and
- Regional Plans.

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

5.8.1 State Planning Policy

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

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

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

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



Figure 5.1: SPP Overlays (Qld Gov)

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

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

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

5.8.2 Regional Plans

ShapingSEQ 2023 ('the **Regional Plan**') applies to the City of Gold Coast Local Government Area.

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

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

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

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

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

5.9 State Assessment and Referral Agency

5.9.1 Introduction

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

5.9.2 Assessment of Referral Triggers

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

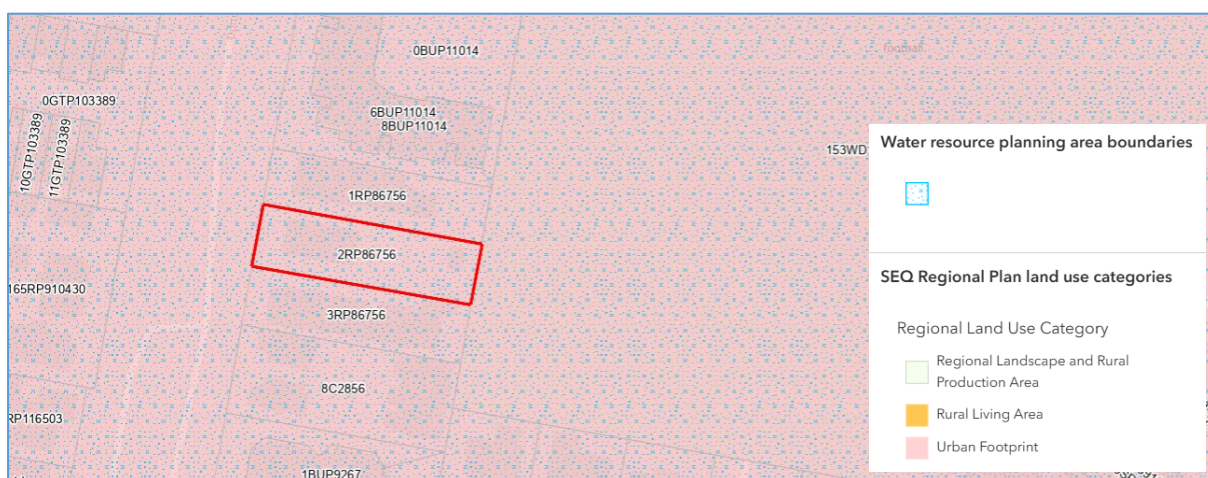


Figure 5.2: State DA Overlay Maps (Qld Gov)

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

5.10 Summary

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

- The application is for a Development Permit for a Material Change of Use;
- The application is subject to Code assessment;
- Public notification is not required;
- The Assessment manager is the City of Gold Coast Council;
- The proposal must be assessed against the assessment benchmarks being the *City Plan* (not including the strategic framework), and historical development approvals for, and adjacent to the subject site;
- The Assessment manager may give regard to the applicable sections of the SPP;

- The subject site is within the Urban Footprint pursuant to the Regional Plan; and
- The application is not required to be referred to the State for matters of interest of the state for development assessment.

6 Local Planning

Local planning instruments under the *Act* include:

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

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

6.1 Planning Scheme Attributes

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

6.1.1 Use Definition

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

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

6.1.2 Site Zoning

Pursuant to the *City Plan*, the site is located within the **Medium Density Residential Zone**, as shown below and in **Appendix C – City Plan Property Report**.



Figure 6.1: City Plan Zone Map

6.1.3 Overlay Maps

The site is identified within various City Plan Overlay Maps as identified in **Table 6.1** below and in the **Appendix C – City Plan Property Report**.

Table 6.1: City Plan Overlay Maps

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

The relevance of the overlays is discussed in detail in **Section 7 (Assessment of Relevant Codes)** of this report.

6.1.4 Level of Assessment

The site is located within the Medium Density Residential Zone of the *City Plan*. Pursuant to *Table 5.5.2 (Material Change of Use – Medium Density Residential Zone)* of the *City Plan*, a Multiple dwelling is identified as Code assessable.

None of the overlays change the level of assessment.

Based on the above, this Development Application is subject to **Code assessment**.

7 City Plan Code Assessment

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

Table 7.1: Summary of Identified Codes

Code title	Review
Zone Code	
Medium density residential zone code	<u>Applicable</u> – Please refer to Section 7.1 below and Appendix F for the completed Code response .
Development Codes	
Driveways and vehicle crossings code	<u>Applicable</u> – Please refer to Section 7.1 below and Appendix F for the completed Code response .
General development provisions code	<u>Applicable</u> – Please refer to Section 7.1 below and Appendix F for the completed Code response .
Healthy waters code	<u>Applicable</u> – Please refer to Section 7.1 below and Appendix F for the completed Code response .
Multiple accommodation code	<u>Applicable</u> – Please refer to Section 7.1 below and Appendix F for the completed Code response .
Solid waste management code	<u>Applicable</u> – Please refer to Section 7.1 below and Appendix F for the completed Code response .
Transport code	<u>Applicable</u> – Please refer to Section 7.1 below and Appendix F for the completed Code response .
Overlay Codes	
Airport environs overlay code	<u>Applicable</u> – Please refer to Section 7.1 below and Appendix F for the completed Code response .
Environmental significance overlay code	<u>Applicable</u> – Please refer to Section 7.1 below and Appendix F for the completed Code response .

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

7.1 Medium Density Residential Zone Code

7.1.1 Assessment Against the Zone Purpose

The overall purpose of the *Medium Density Residential Zone Code* (the '**Zone code**') is:

“to provide for a range and mix of dwelling types including Dwelling houses and Multiple dwellings supported by Community uses and small-scale services and facilities that cater for local residents.”

The proposal is for a multiple dwelling which contributes to the mix of dwelling types in the local area and is consistent with the purpose of the zone.

7.1.2 Assessment Against the Overall Outcomes

The development complies with all Overall Outcomes of the Zone code as demonstrated below.

Table 7.2: Response to Overall Outcomes (OO) of the Zone Code

Overall Outcome	Assessment
(a) Land uses	
(i) include a range of medium density residential uses, predominantly permanent accommodation;	Consistent The proposal is for multiple dwelling for permanent accommodation.
(ii) such as Multiple dwellings, Dual occupancies, Dwelling houses on small lots and Community residences are included in the zone to provide a mix of dwelling types and increase residential density;	Consistent The proposal is for a multiple dwelling which contributes to the mix of dwelling types in the area.
(iii) including Relocatable home parks and Rooming accommodation may be included to deliver housing choice, providing they do not reduce the potential to supply a sufficient number of medium density residential dwellings and do not detract from the residential amenity of the area;	Not applicable Relocatable home parks and Rooming accommodation are not proposed.
(iv) include neighbourhood centres and stand-alone small scale non-residential development consistent with the Strategic framework;	Not applicable Neighbourhood centres and stand-alone small scale non-residential development are not proposed.
(v) which carry higher potential for impacts on amenity such as Car washes, Childcare centres, Health care services, Food and drink outlets, Shops (other than a supermarket), Veterinary services, Community care centres, Community uses, Emergency services, Educational establishments, and Places of worship may be considered if appropriately designed and located and not detract from the residential amenity of the area;	Not applicable The listed land uses are not proposed.
(vi) involving tourist-related development such as Short-term accommodation and Tourist parks but not Party houses, may be considered where they can be supported by City services and do not compromise the amenity or character of the zone and local area; and	Not applicable Short-term accommodation and Tourist parks are not proposed.
(vii) do not detract from the residential amenity of the area.	Consistent The proposal involves a built form, scale, and intensity that aligns with the desired character for the area as informed by the City Plan. It has been designed to minimise impacts on amenity whilst achieving the desired character.
(b) Housing is provided at a form, scale and intensity that is appropriate for the zone and each particular locality it is in where the following outcomes are satisfied:	

Orderly and economically efficient settlement pattern	
(i) degree of public transport service within a 400 metre walking distance, being the most desirable distance for pedestrian access, and the ease and safety of pedestrian access to that service;	Consistent The development is approximately 450m walking distance from the nearest bus stop on Griffith Street.
(ii) proximity to major employment concentrations, centres, social and community infrastructure facilities and important amenity features, including the coast, recreational waterways and parkland;	Consistent The development is approximately 850m walking distance from The Strand shopping mall and 1.2km from Tweed Mall shopping centre. The site is also located directly adjacent to Goodwin Park and a short walk to several beaches and waterways.
(iii) capacity of available infrastructure to support the development, including water, sewer, transport and social and community facilities;	Consistent The site is connected to council infrastructure and facilities.
Housing needs	
(iv) delivery of a generous mix of housing form, sizes and affordability outcomes that meet housing needs (including housing needs of the future) for the locality;	Consistent The development contributes to the mix of housing form, sizes, and affordability while meeting the housing needs of the area.
Design and amenity	
(v) whether intended outcomes for building form/city form and desirable building height patterns are negatively impacted, including the likelihood of undesirable local development patterns to arise if the cumulative effects of the development are considered;	Consistent The proposed development presents a well-designed building form and height that are consistent with the character of the surrounding area.
(vi) retention of important elements of neighbourhood character and amenity, and cultural heritage;	Consistent The development is designed to retain important elements of neighbourhood character and amenity, and cultural heritage.
(vii) whether adjoining residential amenity is unreasonably impacted;	Not applicable The development does not unreasonably impact the residential amenity of adjoining properties, as it maintains privacy through the use of glazing and recessed windows, while incorporating articulation and landscaping to soften the built form.
(viii) achievement of a high quality urban design through highly functional, accessible, attractive, memorable and sustainable buildings and public spaces;	Consistent The development achieves a high-quality urban design through a functional and accessible layout, quality materials and finishes, and integrated landscaping that softens the built form and reduces its visual bulk.
Environment	
(ix) the impacts of any site constraints, including natural hazard and environmental-based constraints and;	Not applicable There are no identified natural hazards and environmental-based constraints on site.

Community Benefit	
(x) where the development: (A) is appropriate having regard to overall outcome (b) (i) to (ix); (B) meets all other overall outcomes for the zone; and (C) incorporates community benefits in addition to those that could be lawfully conditioned to be provided (i.e. that are required to be provided by this City Plan or reasonably required in relation to the development or use of premises as a consequence of the development), development bonuses are applied in accordance with the SC6.5 City Plan policy – Community benefit bonus elements.	Not applicable Community benefit bonuses are not sought.
(c) Character consists of:	
(i) urban neighbourhoods that vary from pockets of detached housing on smaller lots to medium or higher intensity places containing medium-rise buildings;	Consistent The neighbourhood comprises a mix of dwelling types from detached dwellings to multi storey apartment complexes.
(ii) well serviced and compact urban neighbourhoods that offer a level of amenity appropriate to the intensity of the area; and	Consistent The neighbourhood is within walking distance from transport services, a major centre, and park, making it a well-served area.
(iii) walking and cycling paths, street trees and local streets for shared car and bike use.	Consistent The area is designed with walking paths, street trees, and local streets that accommodate both cars and bikes.
(d) Built form (excluding Dwelling houses on small lots):	
(i) has a building height that does not exceed that indicated on the Building height overlay map;	Consistent The development has an overall building height of 13.61m and is below the Code assessable building height, thereby complying with the applicable building height requirement for the site.
(ii) contributes to a transitioning density from lower intensity areas to higher intensity areas near centres, the high rise coastal spine and areas well serviced by public transport;	Consistent The development provides an outcome that supports the intended transition between lower intensity areas and higher intensity areas located closer to centres, the coastal spine, and public transport networks. The scale and intensity of the development are appropriate to its context and surrounding development.
(iii) is setback from road frontages to promote an urban setting and interface with the street;	Consistent The development provides an appropriate front setback and landscaping along the frontage, enhancing the streetscape and creating a positive interface with the street.

(iv) is setback from side and rear boundaries to protect the amenity of adjoining residences; and	Consistent The building is designed with appropriate setbacks that minimise impacts on adjoining residences while supporting a functional and efficient built form.
(v) has varying site cover to reduce building dominance and provide areas for landscaping.	Consistent The building incorporates varying site cover across its levels and includes planter boxes that help soften the built form and enhance the development's visual amenity.
(e) Built form for Dwelling houses on small lots – Not applicable	
(f) Lot design – Not applicable	
(g) Variations in the zone – Not applicable	

7.1.3 Assessment Against the Specific Benchmarks

The development complies with all of the Acceptable Outcomes of the Medium Density Residential Zone Code with the exception of AO1, AO2 and AO5. An alternative solution is proposed as follows:

PO1: Setbacks

Table 7.3: Assessment Against PO1 of the Zone Code

Performance Outcome	Acceptable Outcome		
PO1 Setbacks: (a) assist in the protection of adjacent amenity; (b) allow for access around the building; (c) contribute to the streetscape character; and (d) allow for on-site car parking. OR Setbacks for Dwelling houses on small lots: (a) protect the amenity of adjacent residences; (b) visually integrate with the character of the locality; (c) provide differentiation by means of articulation; and (d) allow for on-site car parking.	AO1 Setbacks are as follows:		
	Setback	Minimum distances measured in metres (m)	
		Height	Setback
	Front for covered car parking (excluding a basement)	all	6m
	Front (excluding covered car parking)	up to 23m	4m
		for that part exceeding 23m	6m
	Side and rear	up to 4.5m	1.5m
		for that part between 4.5m – 7.5m	2m
		for that part exceeding 7.5m	an extra 0.5m is added for every 3m in height or part thereof over 7.5m.

	Between on site habitable buildings (where not attached)	Double the applicable side setback.
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Complies with PO1: Observed frontage setbacks are generally compliant with only minor non-compliances with the upper storey planter. Rear setbacks are generally compliant.

Side setbacks (north) are generally compliant with the rooftop terrace creating adequate building separation at that level. Side setbacks (south) are also generally compliant although the proposed stairwells sit at 1.5m and then 2.1m for the top storey. Such penetrations into the setback are reasonable inasmuch that they are minor in nature and enable a more articulated building façade along its southern interface.

Overall, the proposed setbacks:

- (a) assist in the protection of adjacent amenity;

The proposal incorporates landscaping and screening at ground level and planters on the second level to assist in softening the built form and enhancing privacy. Potential views from the upper levels are limited by the low rooflines of adjoining dwellings and the articulated design of the building.

- (b) allow for access around the building;

The proposed development provides sufficient setbacks at ground level to enable access around the building.

- (c) contribute to the streetscape character; and

The development presents a high-quality architectural design that incorporates a mix of materials, textures, and colours, together with an articulated built form and integrated landscaping, creating visual interest when viewed from the street, Goodwin Park, and adjoining properties.

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

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

PO2: Site cover

Table 7.4: Assessment Against PO2 of the Zone Code

Performance Outcome	Acceptable Outcome
PO2 Site cover: (a) is balanced between built form and green areas for landscaped private open space; (b) contributes to neighbourhood character and amenity; (c) promotes slender bulk form; (d) promotes an open, attractive and distinct skyline; and	AO2 Site cover does not exceed 50% for Dwelling houses on lots with areas equal to or greater than 400m ² and Dual occupancies. OR Site cover does not exceed 60% for Dwelling houses on lots less than 400m ² . OR For all other uses, site cover does not exceed a cumulative total of:

(e) facilitates small, fast moving shadows.	(a) 50% of net site area up to 8 storeys; (b) 40% of net site area from 9 to 15 storeys; and (c) 30% of net site area or 750m ² per building, whichever is the lesser, above 15 storeys.
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Complies with PO2: Site cover:

The Site Coverage plan (DA 50.01) illustrates a variation in building site cover over the various storeys. At 36.9% ground level site coverage is quite low. This balances out the site coverage of the next two living levels (58.1% & 55.3% respectively) before reducing again to 38.8% for the upper level. An average site coverage of 47.3% is achieved. At no point is the proposed site cover manifestly excessive based on the 50% criterion.

Moreover, the proposed Site Cover:

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

The development incorporates landscaping at ground level along the site frontage and at the rear of the site adjacent to the visitor parking area. Additional landscaping is provided on Level 2 through planter boxes adjoining the balconies and integrated into the front and rear façades of the building, enhancing visual interest and amenity.

- (b) contributes to neighbourhood character and amenity;

The development features a design that is consistent with the character of the surrounding area. It presents an attractive and highly articulated building that has been designed to minimise impacts on adjoining properties. The use of articulation and recessed windows reduces direct views into adjacent properties, minimising privacy impacts.

- (c) promotes slender bulk form;

The development promotes a slender built form through its articulated design and varied building setbacks.

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

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

- (e) facilitates small, fast moving shadows.

The shadow diagrams demonstrate that overshadowing impacts are generally limited and confined primarily to the winter months. Shadows move throughout the day, reducing the duration of impacts on adjoining properties while allowing for a functional and attractive built form.

PO5: Density

Table 7.5: Assessment Against PO5 of the Zone Code

Performance Outcome	Acceptable Outcome
PO5 For Dwelling houses density is one Dwelling house per lot.	AO5 No acceptable outcome provided.

OR Density does not exceed that shown on the Residential density overlay map. OR Where not identified on the overlay map, density does not exceed one dwelling per 400m ² . OR For Residential care facilities and Retirement facilities there is no performance outcome provided. OR For Rooming accommodation, accommodating more than four unrelated people, density does not exceed one bedroom per 133m ² .	
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Complies with overall outcomes 2(a)(ii), (b) and (c): The proposed development has a residential density of 1 bed per 35.15m². While this exceeds the prescribed density of 1 bed per 50m² the density is supported by the site's proximity to a major centre which provides a range of services, retail and commercial uses and within walking distance to parks, beachfront, surf clubs and the main street of Coolangatta. It is also well-serviced by existing infrastructure provision and transport opportunities.

7.2 Development and Overlay Codes

A review of the relevant development and overlay codes confirmed that the development complies with majority of the Acceptable Outcomes. The proposed alternative solutions are identified in **Table 7.6** and discussed in more detail where required below.

Table 7.6: Summary of Alternative Solutions

Code Title	Proposed Alternative Solutions
Driveways And Vehicle Crossings Code	PO6 Location
Environmental Significance Overlay Code	PO1 Ecological site assessment PO5 Wetland and waterway
General Development Provisions Code	PO8 Shadow impacts – for all development 3 or more storeys
Healthy Waters Code	PO2 Erosion and sediment control PO11 Maintenance access
Multiple Accommodation Code	PO1 Road frontage PO7 Privacy PO8 Private open space PO10 Additional design and appearance requirements for multiple dwellings comprising townhouses PO11 Pedestrian access PO13 Provision of access for multiple dwellings comprising townhouses
Transport Code	PO3 Servicing

The alternative solutions are presented below.

7.2.1 Driveways And Vehicle Crossings Code

The development complies with all of the Acceptable Outcomes of the Driveways and Vehicle Crossings Code with the exception of AO6.2. An alternative solution is proposed as follows:

PO6: Location

Table 7.7: Assessment Against PO6 of the Driveways and Vehicle Crossings Code

Performance Outcome	Acceptable Outcome
PO6 Vehicle access to a public roadway is safe and does not compromise the efficiency, function, convenience of use or capacity of the road network.	AO6.2 No new vehicle crossings are created on roads identified on the Functional road hierarchy as shown on the Zone maps or the Pacific motorway service road types overlap map.

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

7.2.2 Environmental Significance Overlay Code

The development complies with all of the Acceptable Outcomes of the Environmental Significance Overlay Code with the exception of AO1. An alternative solution is proposed as follows:

PO1: Ecological site assessment

Table 7.8: Assessment Against PO1 of the Environmental Significance Overlay Code

Performance Outcome	Acceptable Outcome
PO1 All matters of environmental significance on and adjacent to the development site are identified and protected. Note - An Ecological Site Assessment prepared in accordance with SC6.7 City Plan policy – Ecological site assessments, is Council's preferred method for addressing this performance outcome.	AO1 Proposed works do not impact on: (a) areas identified on Environmental significance – vegetation management overlay map; (b) buffers to wetlands and waterways being: (i) 100m from the mapped boundary of a State significant aquatic area, as identified on Environmental significance – wetlands and waterways overlay map; (ii) 100m from the outer landward boundary of a State significant wetland, as identified on Environmental significance – wetlands and waterways overlay map; (iii) 100m from the outer landward boundary of a Local significant wetland, as identified on Environmental significance – wetlands and waterways overlay map; (iv) 60m from the outer bank of a Major Waterway identified on Environmental significance –

	wetlands and waterways overlay map; or (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.
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Can comply with PO1: The identified waterway is a small area in the southwestern corner of Goodwin Park adjacent to the site shown below.



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

7.2.3 Environmental Significance Overlay Code

The development complies with all of the Acceptable Outcomes of the Environmental Significance Overlay Code with the exception of AO5.5. An alternative solution is proposed as follows:

PO5: Wetland and waterway

Table 7.9: Assessment Against PO5 of the Environmental Significance Overlay Code

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

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.

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



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

7.2.4 General Development Provisions Code

The development complies with all of the Acceptable Outcomes of the General Development Provisions Code with the exception of AO8.1 and 8.2. An alternative solution is proposed as follows:

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

Table 7.10: Assessment Against PO8 of the General Development Provisions Code

Performance Outcome	Acceptable Outcome
PO8 The building is designed and located to ensure that the shadow cast by the building does not detract from a comfortable living and ground level environment and the access of adequate sunlight to private and public spaces having regard to: (a) the degree of containment of the shadow on the subject site at different times of the day on the summer and winter solstice and spring and autumn equinox; (b) the cumulative impact of the shadow and existing shadows; (c) the effect of the shadow on the ocean beach, Broadwater foreshore, or riverside or beachside public open space;	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.

- (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.

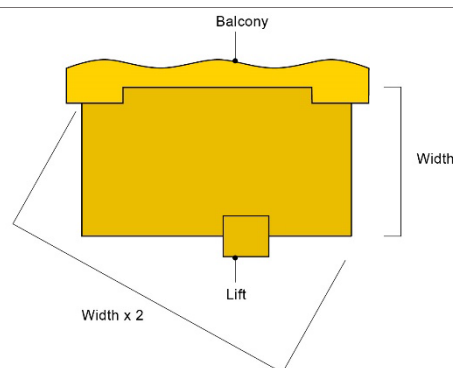


Figure 9.4.4-1
Illustration showing width ratio shadow outcome

AO8.2

The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from ground level adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site.

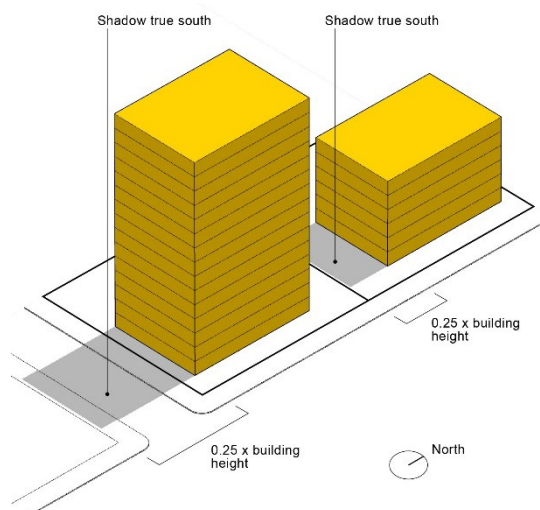


Figure 9.4.4-2
Illustration showing southern shadow outcome

Complies with PO8: The shadow diagrams demonstrate that the development achieves an appropriate overshadowing outcome. While some shadowing occurs during winter, the extent and duration of impacts are limited and vary throughout the day. The development maintains reasonable access to sunlight for adjoining properties and nearby public spaces and is not expected to result in unreasonable overshadowing impacts.

7.2.5 Healthy Waters Code

The development complies with all of the Acceptable Outcomes of the Healthy Waters Code with the exception of AO2. An alternative solution is proposed as follows:

PO2: Erosion and sediment control

Table 7.11: Assessment Against PO2 of the Healthy Waters Code

Performance Outcome	Acceptable Outcome
PO2 Erosion, sediment and dust is appropriately managed during the construction phase.	AO2 The level of risk for soil erosion and sediment pollution to the environment is determined by an erosion hazard assessment, completed by a suitably-qualified person in accordance with the criteria in Table 9.4.5-4: Erosion hazard assessment. Where the erosion hazard assessment has a risk score of: (a) less than or equal to 10: - A deemed to comply report is prepared by a suitably qualified person for Council approval, including conceptual location and design drawings of each treatment measure in plan and section views, in accordance with the Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008. (b) greater than 10 or developments involving multiple stages of disturbance or more than 1.25 ha of land: (i) For material change of use or reconfiguring a lot, a conceptual erosion and sediment control plan (ESCP) is prepared by a suitably-qualified person for Council approval in accordance with SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards, and the Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008. (ii) For operational work, a detailed ESCP is prepared by a suitably-qualified person in accordance with SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards, and Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008. The ESCP is to detail appropriate treatment measures for the construction phase of development, demonstrating how the minimum design objectives in Table 9.4.5-5: Stormwater design objectives are achieved, including: (a) measures to ensure the release of sediment-laden stormwater for the nominated design

	storm are minimised when the design storm is exceeded; (b) detailed design, installation, construction, monitoring and maintenance requirements of all approved proprietary products in accordance with local conditions and manufacturer's recommendations; and (c) details of how the ESCP aligns with the approved development staging plan.
--	--

Complies with PO2: Please refer to the Engineering Services Report prepared by Michael Bale and Associates (Section 4 – Specialist Reports).

7.2.6 Healthy Waters Code

The development complies with all of the Acceptable Outcomes of the Healthy Waters Code with the exception of AO11.1, 11.2 and 11.3. An alternative solution is proposed as follows:

PO11: Maintenance access

Table 7.12: Assessment Against PO11 of the Healthy Waters Code

Performance Outcome	Acceptable Outcome
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.	

Complies with PO11: Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).

7.2.7 Multiple Accommodation Code

The development complies with all of the Acceptable Outcomes of the Multiple Accommodation Code with the exception of AO1. An alternative solution is proposed as follows:

PO1: Road frontage

Table 7.13: Assessment Against PO1 of the Multiple Accommodation Code

Performance Outcome	Acceptable Outcome
PO1 The site has sufficient frontage to ensure that: (a) safe and convenient vehicular and pedestrian access can be provided; and (b) adequate landscaping is provided adjacent to the road frontage.	AO1 The minimum road frontage is 20m.

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

7.2.8 Multiple Accommodation Code

The development complies with all of the Acceptable Outcomes of the Multiple Accommodation Code with the exception of AO7.1. An alternative solution is proposed as follows:

PO7: Privacy

Table 7.14: Assessment Against PO7 of the Multiple Accommodation Code

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

Complies with PO7: The adjoining properties are 1-2 storey dwellings only. Direct views are limited through the use of fencing, high sill height windows, and recessed windows ensuring an acceptable level of privacy for both occupants and neighbouring dwellings.

7.2.9 Multiple Accommodation Code

The development complies with all of the Acceptable Outcomes of the Multiple Accommodation Code with the exception of AO8. An alternative solution is proposed as follows:

PO8: Private open space

Table 7.15: Assessment Against PO8 of the Multiple Accommodation Code

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

	2 bedrooms	12m ² with a minimum dimension of 3m
	3 or more bedrooms	16m ² with a minimum dimension of 3m
OR		
If the dwelling is located at ground level, private open space for each dwelling:		
(a) has a minimum area of 25m ² ;		
(b) has a minimum width of 5m;		
(c) is located adjacent to each dwelling unit;		
(d) is accessible from the living room;		
(e) has a maximum gradient not exceeding one in ten; and		
(f) is sufficiently screened or elevated for privacy		
OR		
Bermuda Point precinct		
	No. of bedrooms	Minimum balcony areas
	1, 2, 3 or more bedroom/studio	8m ² with a minimum dimension of 2m
OR		
For residential care facilities, no acceptable outcome provided.		

Complies with PO8: The development provides attractive, accessible, and functional private open space for each dwelling in the form of balconies and terraces that are directly accessible from the primary living areas. The private open space areas support outdoor living, enhance residential amenity, and are designed to respond to the subtropical climate.

7.2.10 Multiple Accommodation Code

The development complies with all of the Acceptable Outcomes of the Multiple Accommodation Code with the exception of AO10.1 and 10.2. An alternative solution is proposed as follows:

PO10: Additional design and appearance requirements for multiple dwellings comprising townhouses

Table 7.16: Assessment Against PO10 of the Multiple Accommodation Code

Performance Outcome	Acceptable Outcome
PO10 Multiple dwellings comprising townhouses are designed to visually integrate with the desired built form of the area as expressed by the zone and provide differentiation between buildings by means of articulation.	AO10.1 No more than two adjacent dwellings have external walls in the same horizontal plane, unless they are offset by at least 1m. AO10.2 The number of dwellings in the one continuous building does not exceed four.

Complies with PO10: The development incorporates an articulated design with balconies, terraces, recessed windows, and a mix of architectural features, materials, colours, and textures that provide visual interest and differentiation between dwellings.

7.2.11 Multiple Accommodation Code

The development complies with all of the Acceptable Outcomes of the Multiple Accommodation Code with the exception of AO11.1 and 11.2. An alternative solution is proposed as follows:

PO11: Pedestrian access

Table 7.17: Assessment Against PO11 of the Multiple Accommodation Code

Performance Outcome	Acceptable Outcome
PO11 Safe and convenient access is provided for pedestrians.	AO11.1 Pedestrian access is provided to all road frontages and is easily identified. AO11.2 Footpaths are provided to connect dwellings with communal open-space areas, external roads and public open space. OR In low-speed traffic environments, driveways are designed to be a shared space.

Complies with PO11: The development provides safe and convenient pedestrian access from Dutton Street, with clearly identifiable dwelling entrances that are directly accessible from the street and connected to the existing pedestrian network.

7.2.12 Multiple Accommodation Code

The development complies with all of the Acceptable Outcomes of the Multiple Accommodation Code with the exception of AO13. An alternative solution is proposed as follows:

PO13: Provision of access for multiple dwellings comprising townhouses

Table 7.18: Assessment Against PO13 of the Multiple Accommodation Code

Performance Outcome	Acceptable Outcome
PO13 Multiple dwellings, in the form of townhouse development, integrate within the overall street network.	AO13 Pedestrian and cycle connections are provided to adjoining streets.

Complies with PO13: The development integrates with the surrounding street network through direct access to Dutton Street and convenient connections to the existing pedestrian and transport network.

7.2.13 Transport Code

The development complies with all of the Acceptable Outcomes of the Transport Code with the exception of AO3. An alternative solution is proposed as follows:

PO3: Servicing

Table 7.19: Transport Assessment Against PO3 of the Transport Code

Performance Outcome	Acceptable Outcome
---------------------	--------------------

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)	AO3 No acceptable outcome provided.
--	--

Complies with OO(a)(i) & (e)(ii): Issues associated with providing a 4.5m vertical clearance for a MRV mean that an on-site standing area for an MRV cannot be accommodated. Therefore, compliance with AO3 and PO3 of the Transport Code cannot be achieved. However, the proposed development can comply with the overall outcomes, specifically OO(a)(i) & (e)(ii) for the following reasons:

- for multiple dwelling units, groceries and large retail goods will typically be delivered by a van or SRV, while removalist activities will generally utilise a van, SRV or MRV. Therefore, provision has been made for a van on the ground floor level on the northern side of the driveway. Above the ground floor level driveway, a minimum 2.85m vertical clearance is achieved. A swept path assessment has been undertaken using AutoTURN software to demonstrate that a van can reverse into the standing area from Dutton Street, stand in the servicing area, and exit the development site in a forward gear. The swept path assessment also demonstrates that B99 passenger vehicles can enter and exit the development site in a forward gear if a van is parked on the ground floor level
- it is known that removalist / delivery companies generally ask their customers at the time of quoting about on site and on-street parking restrictions and availability. Given the site constraints, it is expected that residents undertaking full moves will consult with removalist companies regarding the parking availability in the vicinity prior to moving and recommend that an alternative smaller removalist vehicle be used
- the frequency of vehicles attending the site to deliver goods and undertake maintenance could occur weekly, however the demand for larger removalist vehicles is based on how often residents move. A review of census data from 2011 identified that approximately 8.34% of Australian residents move each year. When applied to all five units this equates to approximately one movement every 29 months (assuming all residents in each dwelling move together). Therefore, the demand for large removalist vehicles will be low
- if in the rare occasion MRV servicing is required, this can be accommodated along Dutton Street however is likely to only be required once every 29 months. It is important to note that Council has recently approved an extensive list of multiple dwelling development's with MRV servicing on-street e.g. PDA/2024/8, MCU/2023/348, and
- provision of MRV servicing on street is consistent with the existing approval (COM/2025/157).

For further details in this regard, refer to Section 5.3 of Geleon Traffic and Transport Assessment report 51080-RP01-A.

8 Statement of Reasons

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

Table 8.1: Statement of Reasons

Aspect	Review
Description of the application	Development Permit for a Material Change of Use for a Multiple dwelling (Code Assessable)
Assessment Benchmarks	The development was assessed against the following assessment benchmarks: - Airport Environs Overlay Code - Driveways And Vehicle Crossings Code - Environmental Significance Overlay Code - General Development Provisions Code - Healthy Waters Code - Multiple Accommodation Code - Solid Waste Management Code - Transport Code
Reasons for decision	<u>Medium Density Residential Zone Code</u> The development is consistent with the purpose and the Overall Outcomes of the Zone code. <u>Development and Overlay Codes</u> The development was assessed against the identified development and overlay codes and is compliant with all Acceptable Outcomes where provided. Alternative outcomes are proposed, supported by appropriate justification demonstrating that they satisfy the relevant performance outcomes and overall outcomes and are consistent with the intent of the applicable codes.
Other considerations	<u>Relevant Approvals</u> COM/2025/157
Matters prescribed by a regulation	Not applicable

9 Infrastructure Charges

Infrastructure charges for the proposed change of use have been calculated pursuant to the 'Council of the City of Gold Coast Charges Resolution (No. 1) of 2025', being the current Charges Resolution. Anticipated charges are shown in the table below:

Table 9.1: Infrastructure Charges and Credits

Use / Area	GFA	Estimated Charge	Estimated Credit
Multiple dwelling (5 dwellings)	1313m ²	\$36,670.70 for each dwelling with 3 or more bedrooms	107,119.28
Total		\$183,353.5	\$107,119.28
Total Charge Payable		= \$76,234.22	

As shown in **Table 9.1**, anticipated infrastructure charges payable is calculated to be **\$76,234.22**.

10 Conclusion

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

This report has concluded the following:

- The four-storey townhouse development accommodates five (5) dwellings (4 bedrooms each) and an overall building height of 13.61m;
- The development is proposed in an urban neighbourhood with varying building heights and densities. The surrounding area comprises of a mix of dwellings and multiple dwellings;
- All dwellings features balconies and terraces directly accessible from the primary living areas of each dwelling which provides views of Dutton Street and Goodwin Park to the east;
- The development provides 10 resident car parking spaces and 2 visitor car parking spaces on the ground level. A total of 6 bicycle parking spaces comprising of 5 resident spaces and 1 visitor space is also provided. The visitor space is provided adjacent to the visitor car parking space, and the resident spaces will be provided within each dwelling;
- The development provides a high-quality architectural design and articulated built form that enhances the character of the area;
- The development complies with all relevant local and state planning requirements.

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

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

Appendix A. Site Analysis Plan





KEY

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

SITE ANALYSIS PLAN



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

Appendix B. Site Photos





Plate 1 – Site viewed from Dutton Street



Plate 2 – Access to the site from Dutton Street



Plate 3 – Sewer manhole within Dutton Street



Plate 4 – Adjacent property to the south



Plate 5 – Drainage gully within the road verge



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



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

Appendix C. City Plan Property Report



City Plan property report

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

Property Details

Property address	60 Dutton Street, COOLANGATTA, 4225
Lot and Plan	2RP86756
Area	703 m ²

City Plan content

Zone map



Residential zones category

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

Centres zones category

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

Recreation zones category

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

Tourism zones category

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

Environment zones category

Conservation

Industry zones category

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

Other zones category

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

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

- Property boundaries
- Selected property

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

Residential density			
LGIP			
Local Government Infrastructure Plan: • Priority infrastructure area		Local Government Infrastructure Plan	
Local Government Infrastructure Plan: • LGIP projection areas		Local Government Infrastructure Plan	
Date created	23 Apr 2026	Version	V13 - Current

Appendix D. State Overlay Maps



State Assessment and Referral Agency - Matters of Interest Report

Matters of Interest for all selected Lot Plans

SEQ Regional Plan land use categories

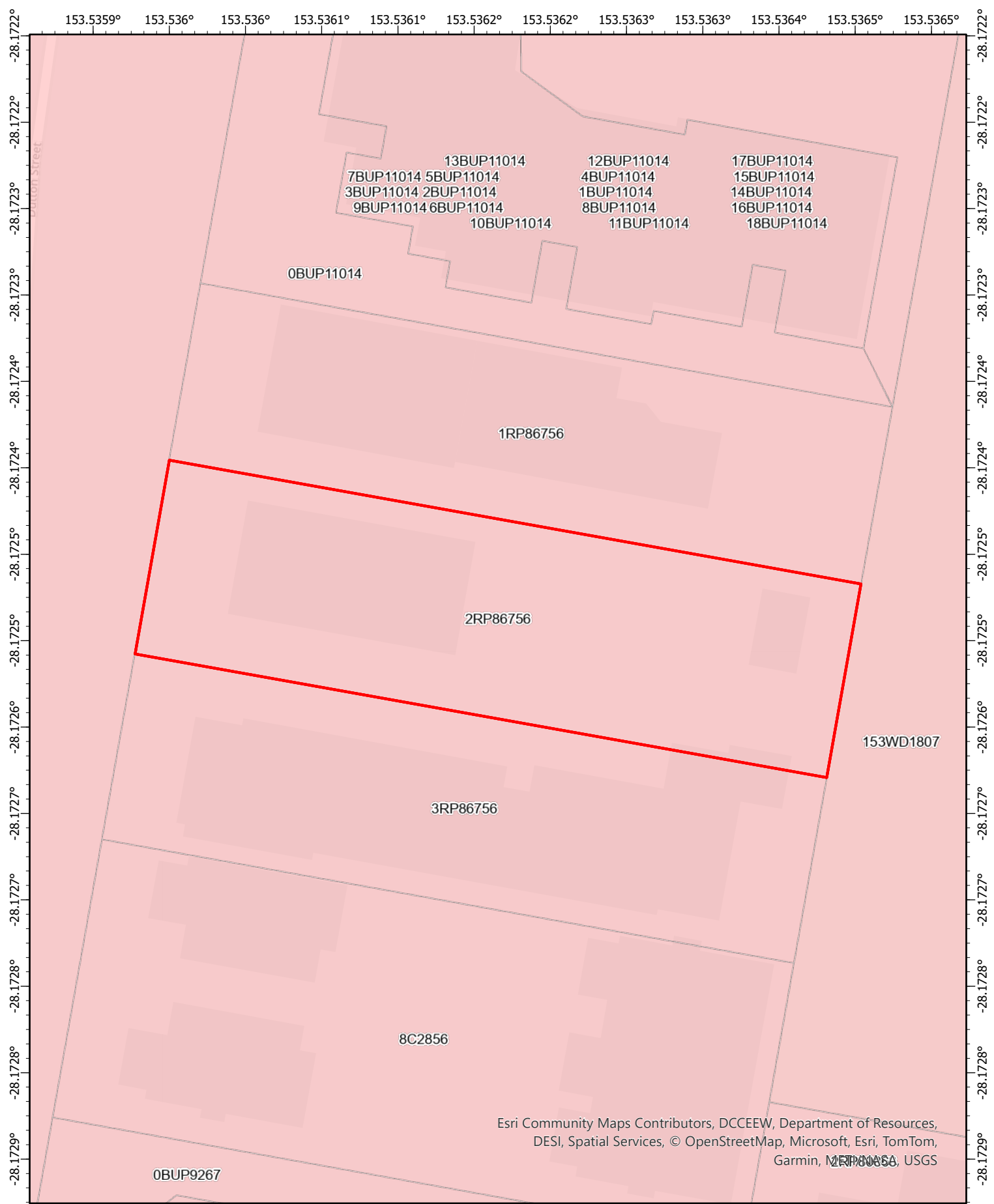
Water resource planning area boundaries

Matters of Interest by Lot Plan

Lot Plan: 2RP86756 (Area: 703 m²)

SEQ Regional Plan land use categories

Water resource planning area boundaries

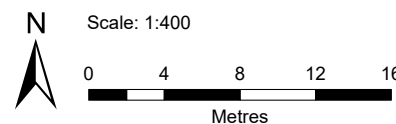


SEQ Regional Plan land use categories

Regional Land Use Category

Urban Footprint

Date: 23/04/2026

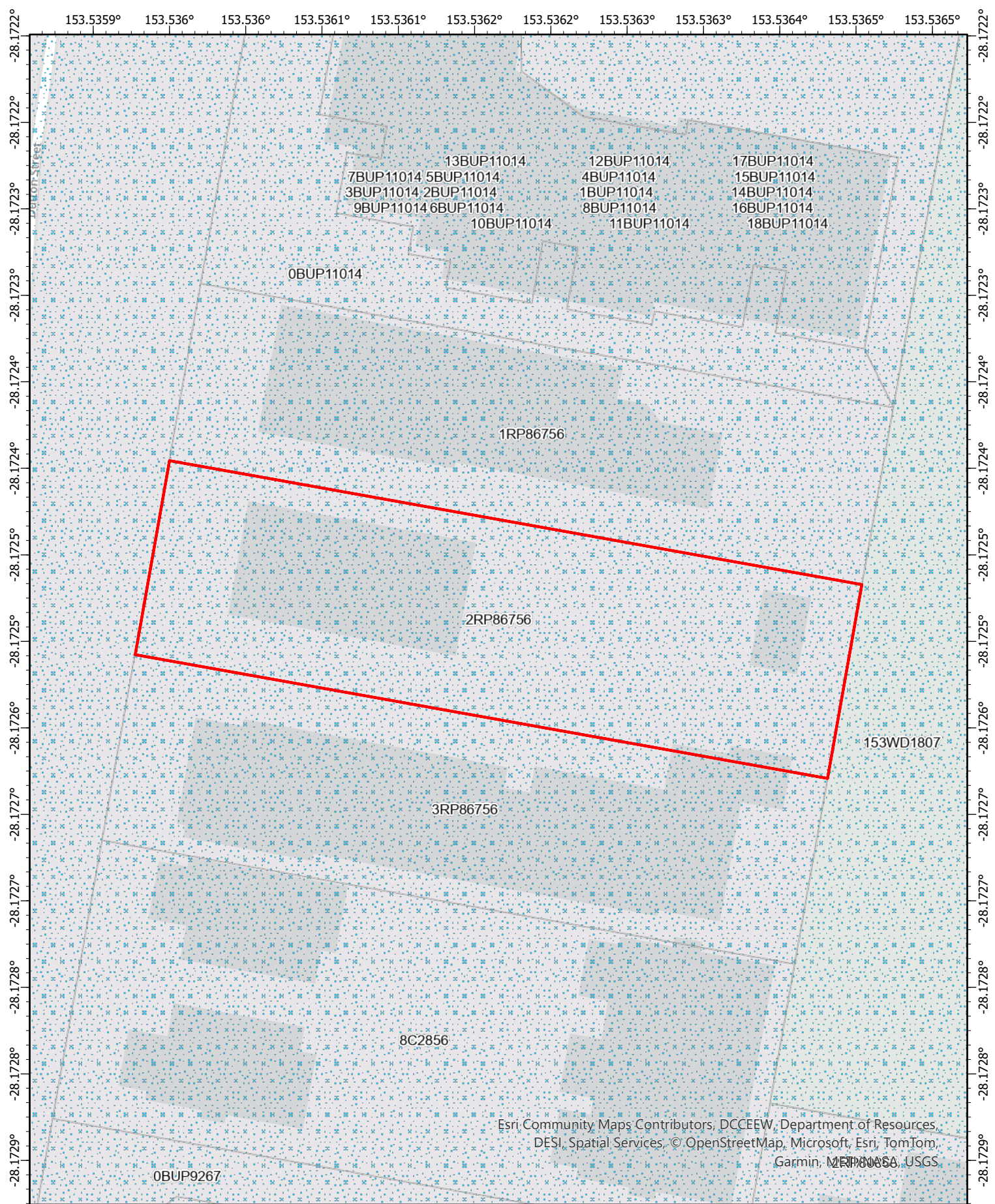


Disclaimer This map has been generated from the information supplied to the Queensland Government for the purposes of the Development Assessment Mapping System. The map generated has been prepared with due care based on the best available information at the time of publication. The State of Queensland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

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Government

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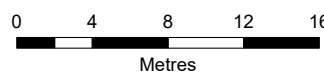




Date: 23/04/2026



Scale: 1:400



Queensland
Government



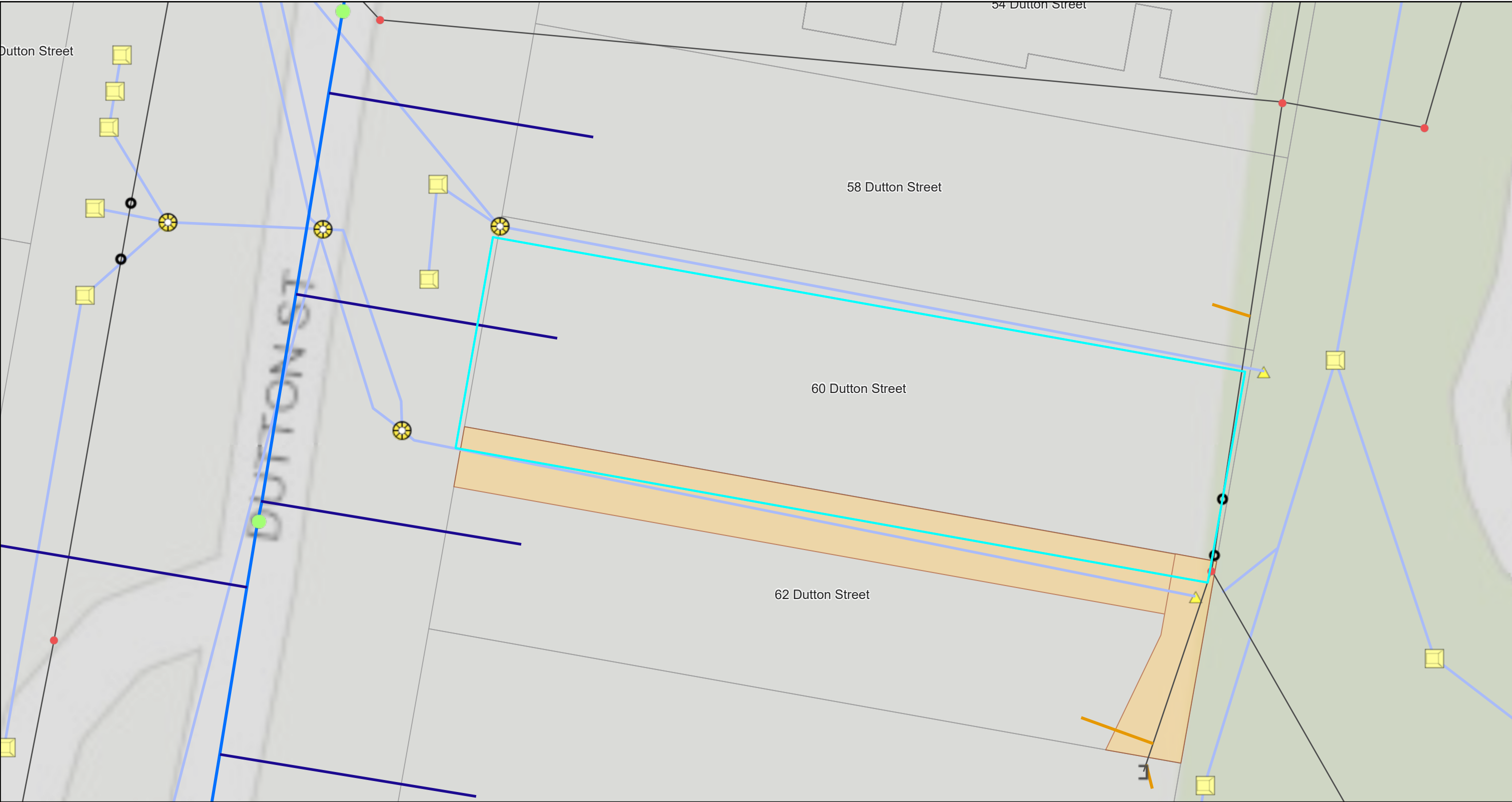
Disclaimer This map has been generated from the information supplied to the Queensland Government for the purposes of the Development Assessment Mapping System. The map generated has been prepared with due care based on the best available information at the time of publication. The State of Queensland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

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Appendix E. City Infrastructure Assets Map



As Constructed Assets



6/4/2026, 12:34:23 PM

- Capital_Works

 - 2024-25
 - Other
 - LGA_Boundary
- Water Fitting

 - Other
- Water Service Connection Potable

Potable Water Pipe
- Sewer Fitting

 - End Cap
 - Junction
- Sewer Connection

Sewer Maintenance Hole

Maintenance Hole

Sewer_Pipe_Non_Pressure

Drainage Pit

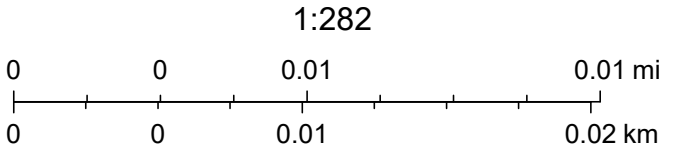
Inlet Gully
- Manhole

Drainage Pipe

Stormwater End Structure

Easement

Cadastre



NPSR, Esri, © OpenStreetMap contributors, HERE, Garmin, USGS

Appendix F. Code Responses



City Plan code template

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

Please note:

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

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

8.2.2 Airport environs overlay code

8.2.2.1 Application

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

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

8.2.2.2 Purpose

- (1) The airport environs overlay deals with issues relating to development in the vicinity of certain airports and aviation facilities. This includes:
 - the Obstacle Limitation Surface (OLS)
 - public safety area
 - wildlife hazard buffer zones
 - lighting area buffer zones
 - Australian Noise Exposure Forecast (ANEF) contour
 - Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces
 - aviation facilities
 - it may also include locally identified issues that relate to airport environments.
- (2) The purpose of the Airport environs overlay code is to

- (a) recognise Gold Coast Airport as essential economic infrastructure and protect and assure its ongoing operation and continued development;
 - (b) regulate development that may affect the operational efficiency of Gold Coast Airport at Coolangatta and the Airservices Australia Aviation Facilities related to the operation of the airport;
 - (c) minimise incompatible development within the public safety area adjacent to the airport;
 - (d) minimise the adverse impacts of airport noise on residential and other noise sensitive land uses in the vicinity of the airport.
- (3) The purpose of the code will be achieved through the following overall outcomes:
- (a) The Gold Coast Airport continues to contribute to the tourism industry, the business sector and communities of Gold Coast.
 - (b) Development does not impact on the operation of Gold Coast Airport.
 - (c) The maximum height of buildings and other structures, within the area designated as the airport's 'prescribed airspace' pursuant to the Airports (Protection of Airspace) Regulations 1996, as shown in the mapping of the **Obstacle Limitation Surface (OLS)** and the **Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces**, is not exceeded.
 - (d) Buildings and other structures do not encroach into the sensitive areas around aviation facilities pursuant to International Civil Aviation Organisation (ICAO) principles and *Air Services Act 1996*.
 - (e) The operation of artificial lighting sources does not exceed the maximum light source intensities imposed by the Gold Coast Airport Master Plan and the Civil Aviation Safety Authority.
 - (f) Potential hazards to safety of aircraft operations brought about by bird or bat strikes are minimised.
 - (g) Potential hazards to safety of aircraft operations resulting from the emission of smoke, dust or other particulate matter, or creation of air turbulence are minimised.
 - (h) Potential hazards to safety of aircraft operations resulting from reflection of sunlight, and any another potential causes of temporary interference with pilot vision are minimised.
 - (i) New development within the public safety area of the airport does not significantly increase population density or the use and storage of hazardous materials within this area.
 - (j) Potential impacts on residential and other noise-sensitive development in close proximity to the airport are minimised by ensuring that new development is subject to appropriate acoustic treatment pursuant to *AS 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction*, according to noise contours shown on **Airport environs – Australian Noise Exposure Forecast (ANEF) contour overlay map**.

8.2.2.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Heights of buildings and other structures			
PO1 Building height and structure height does not affect the current or future operational efficiency of Gold Coast Airport or create a hazard to the safe navigation of aircraft using the airport's prescribed airspace. Note: The requirements associated with the heights of buildings are also applicable to temporary intrusions into prescribed airspace, such as cranes utilised during building construction. Editor's note – A development proposal involving a building, structure, crane or other construction equipment which exceeds 110m is required to be notified to CASA. Furthermore, any building, structure, crane or other construction equipment which exceeds 150m above ground level must be regarded as an obstacle unless assessed otherwise by CASA. Council is required to refer such development proposals to the airport manager for assessment, who will then refer the proposal to CASA. Refer to the SPP guidelines for more information regarding the Australian Government's role and assessment processes for intrusions into operational airspace of strategic airports.	AO1 Building height and structure height does not exceed the current maximum allowable height applicable to the subject site, as identified on Airport environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map and Airport environs – Obstacle Limitation Surface (OLS) overlay map. Editor's note – A development proposal involving a building, structure, crane or other construction equipment which encroaches into the operational airspace of a Leased Federal or other strategic airport must be referred by Council to the airport manager for assessment, who will on refer the proposal to the Australian Government if required.	COMPLIES WITH AO1 The overall building height of 13.61m does not exceed the maximum allowable height applicable to the subject site.	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
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 absorptency 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 .	NOT APPLICABLE Activities involving glare or flashes, flare plumes, refineries, upward shining lights, laser lights, flashing or sodium (yellow) lighting are not part of the proposal.	
	AO3.4 The roof of any building located on land identified on Airport environs – lighting area buffer zones overlay map has a solar absorptency greater than 0.35.	CAN COMPLY WITH AO3.4 A suitable condition of approval limiting reflective surfaces may be applied.	
Development within public safety areas			
PO4 Development within the Public Safety Area for Gold Coast Airport as identified on Airport environs – public safety area overlay map does not increase the amount of people living and using the area or increase the risk to airport operations.	AO4 Development within the Public Safety Area for the Gold Coast Airport as identified on the Airport environs – public safety area overlay map does not:	NOT APPLICABLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(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			
PO5 Development in the area, around Airservices Australia Aviation Facilities identified on Airport environs – Airservices Australia aviation facilities overlay map , does not adversely impact on the functioning of these facilities. Note: If development has the potential to adversely affect the functioning of Airservices Australia Aviation Facilities, approval is required from the Manager, Operational Requirements and Services (Airservices Australia).	AO5.1 Development that involves electrical or electromagnetic fields (e.g. arc welding) or that creates a permanent or temporary physical line of sight obstruction between transmitting and receiving devices, is not located within the VHF 500m buffer overlay for the Springbrook VHF facility (as identified on the Airport environs – Airservices Australia aviation facilities overlay map).	NOT APPLICABLE	
	AO5.2	NOT APPLICABLE	

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

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

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	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 <u>either</u> 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	NOT APPLICABLE The listed land uses are not proposed.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Emission of particulate matter and air turbulence (inside the outer horizontal surface 15km)			
P07 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.	A07.1 The development will not cause a potential hazard to the operation of aircraft through the emission of smoke, steam, dust or other particulate matter.	COMPLIES WITH A07.1 The development does not result in any emissions that affect aircraft operations.	
	A07.2 The development will not cause a potential hazard to the operation of aircraft through the emission of a gaseous plume at a velocity exceeding 4.3m per second.	COMPLIES WITH A07.2 The development does not result in any emissions that affect aircraft operations.	
Transient aviation activities			

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

City Plan code template

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

Please note:

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

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

9.4.2 Driveways and vehicle crossings code

9.4.2.1 Application

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

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

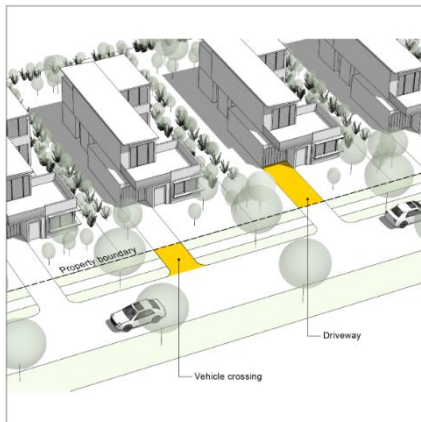


Figure 9.4.2-1

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

9.4.2.2 Purpose

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

9.4.2.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use		
Design					
PO1 The driveway is designed in accordance with the applicable requirements in <i>AS2890:2009 – Parking Facilities</i> .	AO1 No acceptable outcome provided.	COMPLIES WITH PO1 The proposed driveway meets the requirements of <i>AS2890.1:2004</i> and <i>AS2890.2:2018</i> . For further details in this regard refer to Section 5 of Geleon Traffic and Transport Assessment report 51080-RP01-A .			
PO2 Design of the vehicle crossing is certified by a RPEQ confirming compliance with: (a) <i>Disability Discrimination Act 1992</i> ; (b) Applicable requirements in <i>AS2890: 2009 – Parking Facilities</i> ; and (c) <i>QUDM (Queensland Urban Drainage Manual)</i> .	AO2 The vehicle crossing is designed in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards .	COMPLIES WITH AO2 The proposed vehicle crossing has been designed generally in accordance with IPWEA Standard Drawing No. ' <i>RSD-100 – Vehicle crossings, residential driveways</i> ' as stipulated in SC6.12 City Plan policy – Land development guidelines. For further details in this regard refer to Section 5 of Geleon Traffic and Transport Assessment report 51080-RP01-A .			
	AO3 Vehicle crossings are separated from: <table><tr><td>Instance</td><td>Minimum distance</td></tr></table>	Instance	Minimum distance		
Instance	Minimum distance				

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO3 The vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure.	Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication supply services	1m	COMPLIES WITH AO3 The vehicle crossing has been located to avoid damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure. Where required, utility services will be relocated. The proposed vehicle crossing will require the removal of kerb and channel along the Dutton Street frontage. The vehicle crossing servicing the existing property will be demolished and the kerb and channel reinstated. For further details in this regard refer to Section 5 of Geleon Traffic and Transport Assessment report 51080-RP01-A .	
	Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)	300mm (horizontal distance)		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use										
Maximum number of vehicle crossings													
PO4 The number of vehicle crossings are minimised to avoid loss of streetscape elements and on-street car parking spaces and to prevent adverse interference with: (a) the safety, capacity and operations of the existing or planned road network; and (b) cycleways or pedestrian footpaths.	AO4 The maximum number of vehicular crossings per site, for the following land uses, is as follows:	COMPLIES WITH AO4 The development proposes one access from Dutton Street. The vehicle crossing servicing the existing residential properties will be demolished and the kerb and channel reinstated. For further details in relation to the location and form of the proposed vehicle crossing, refer to Section 5 of Geleon Traffic and Transport Assessment report 51080-RP01-A .											
	<table><tr><th>Land use</th><th>Maximum number of vehicle crossings</th></tr><tr><td>Dwelling house</td><td>1 OR 2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 7m between the crossings</td></tr><tr><td>Dual occupancy Multiple dwelling</td><td>1 OR 2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 7m between the crossings</td></tr><tr><td>Non-residential use</td><td>2</td></tr></table>			Land use	Maximum number of vehicle crossings	Dwelling house	1 OR 2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 7m between the crossings	Dual occupancy Multiple dwelling	1 OR 2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 7m between the crossings	Non-residential use	2		
	Land use			Maximum number of vehicle crossings									
	Dwelling house			1 OR 2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 7m between the crossings									
	Dual occupancy Multiple dwelling	1 OR 2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 7m between the crossings											
Non-residential use	2												
Note: the maximum number of vehicle crossings and separation distance is shown above unless otherwise approved in a current development approval.													
Separation distances													
PO5 Vehicle crossings are appropriately separated from other vehicle	AO5 Vehicle crossings are separated from:	COMPLIES WITH AO5											
	<table><tr><th>Instance</th><th>Minimum distance (m)</th></tr></table>			Instance	Minimum distance (m)								
Instance	Minimum distance (m)												

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
crossings and side property boundaries to prevent interference with: (a) the safety, capacity and operations of the existing or planned road network; (b) adjoining properties; and (c) cycleways or pedestrian footpaths.	Vehicle crossings on adjoining properties	1m	A separation of greater than 1.0m is achieved to the nearest vehicle crossing and property boundary. For further details in relation to the location and form of the proposed vehicle crossing, refer to Section 5 of Geleon Traffic and Transport Assessment Report 51080-RP01-A .	
	Any side property boundary:			
	for residential development with approved built-to-boundary setback	0.5m		
	for all other developments	1m		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Location			
PO6 Vehicle access to a public roadway is safe and does not compromise the efficiency, function, convenience of use or capacity of the road network.	AO6.1 The location of the vehicle crossing to a public roadway is consistent with the applicable requirements in <i>AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking</i> and <i>AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	COMPLIES WITH AO6.1 The location of the vehicle crossing is consistent with <i>AS2890.1:2004</i> . For further details in relation to the proposed vehicle crossing, refer to Section 5 of Geleon Traffic and Transport Assessment Report 51080-RP01-A .	
	AO6.2 No new vehicle crossings are created on roads identified on the Functional road hierarchy as shown on the Zone maps or the Pacific motorway service road types overlap map .	COMPLIES WITH PO6 The development proposes one access from Dutton Street which is the development's only road frontage and not listed on Council's Functional Road Hierarchy.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO7 Driveways and vehicle crossings: (a) ensure existing street trees within the verge are retained; (b) provide an appropriate separation distance to existing street trees within the verge in accordance with <i>AS4970:2009 – Protection of trees on development site</i> ; and (c) retain space for the future planting of street trees within the verge in accordance with SC6.13 City Plan policy – Landscape work . Note: The location of the driveway and vehicle crossing is considered at the design stage of the development.	AO7 No acceptable outcome provided.	COMPLIES WITH PO7 The proposed vehicle crossing location has been designed to ensure existing street trees within the verge are retained, provide an appropriate separation distance to existing street trees within the verge in accordance with <i>AS4970:2009 – Protection of trees on development site</i> and retain space for the future planting of street trees within the verge in accordance with SC6.13 City Plan policy – Landscape work. For further details in relation to the proposed vehicle crossing, refer to the plans of development and Section 5 of Geleon Traffic and Transport Assessment Report 51080-RP01-A .	
Sight distances and lines			
PO8 Vehicle crossings are designed to provide safe travel for vehicles, cyclists and pedestrians.	AO8 Vehicle crossings are designed to provide sight distances and lines in accordance with <i>AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	COMPLIES WITH AO8 At the proposed access, Minimum Gap Sight Distance (MGSD) requirements can be achieved. For further details in this regard, refer to Section 5 of Geleon Traffic and Transport Assessment Report 51080-RP01-A .	

City Plan code template

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

Please note:

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 <u>either</u> the performance outcome or overall outcome	Internal use
Ecological site assessment			
PO1 All matters of environmental significance on and adjacent to the development site are identified and protected. Note - An Ecological Site Assessment prepared in accordance with SC6.7 City Plan policy – Ecological site assessments, is Council's preferred method for addressing this performance outcome.	AO1 Proposed works do not impact on: (a) areas identified on Environmental significance – vegetation management overlay map; (b) buffers to wetlands and waterways being: (i) 100m from the mapped boundary of a State significant aquatic area, as identified on Environmental significance – wetlands and waterways overlay map; (ii) 100m from the outer landward boundary of a State significant wetland, as identified on Environmental significance – wetlands and waterways overlay map; (iii) 100m from the outer landward boundary of a Local significant wetland, as identified on Environmental significance – wetlands and waterways overlay map; (iv) 60m from the outer bank of a Major Waterway identified on Environmental significance – wetlands and waterways overlay map; or (v) 30m from the outer bank of a Waterway identified on Environmental significance – wetlands and waterways overlay map; and (c) individual trees within areas mapped on the Environmental significance – priority species overlay map.	CAN COMPLY WITH PO1 The identified waterway is a small area in the southwestern corner of Goodwin Park adjacent to the site shown below.  Detailed ecological assessment is not necessary in this case given that there is existing built form much closer to the waterway than is proposed and that suitable construction processes to avoid impacts on the waterway can be conditioned on a Decision notice.	
Biodiversity areas			

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(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.			
P04 Development within Hinterland Core Habitat Systems, Coastal Wetlands and Islands Core Habitat Systems and	A04 No acceptable outcome provided.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
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:	AQ5.1 Buffers at least 100m wide are provided between the development and the mapped boundary of a State significant aquatic area, as identified on Environmental significance – wetlands and waterways overlay map.		
	AQ5.2 Buffers at least 100m wide are provided between the development and the outer landward boundary of a State significant wetland, as identified on Environmental significance – wetlands and waterways overlay map.		
	AQ5.3 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.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(a) 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.		
	AO5.5 Buffers at least 30m wide are provided between the development and the outer bank of a waterway as identified on the Environmental significance – wetlands and waterways overlay map.	CAN COMPLY WITH THE PURPOSE OF THE CODE The identified waterway is a small area in the southwestern corner of Goodwin Park adjacent to the site shown below.  Detailed ecological assessment is not necessary in this case given that there is existing built form much closer to the waterway than is proposed and that suitable construction processes to avoid impacts on the waterway can be conditioned on a decision notice.	
Vegetation management			
PO6 Regulated vegetation is protected in situ	AO6 Development does not impact on regulated vegetation.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
when it is: (a) identified on the Environmental significance – vegetation management overlay map ; and (b) within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map .			
PQ7 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 .	AQ7 Development avoids impacts on regulated vegetation.		
PQ8 High priority vegetation as identified on the Environmental significance – vegetation management overlay map is protected in situ.	AQ8 No acceptable outcome provided.		
PQ9 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.	AQ9 No acceptable outcome provided.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO10 Vegetation is protected when it is: (a) identified as medium priority vegetation on the Environmental significance – vegetation management overlay map; and (b) located outside the biodiversity areas identified on the Environmental significance – biodiversity areas overlay map.	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.		
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.		
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		

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
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 .	AQ13 Development does not impact on assessable koala feed and shelter trees.		
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 .	AQ14 Development avoids impacts on assessable koala feed and shelter trees. Any damage is minimised to the greatest extent possible.		
PO15 Site design provides safe koala movement opportunities by incorporating measures to maintain connectivity between areas of koala	AQ15 No acceptable outcome provided.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
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.			
PQ16 During the clearing and construction phases, measures are incorporated to protect koalas from death or injury.	AQ16 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.		
PQ17 State significant species, and their habitat, are protected in situ when it is:	AQ17 Development does not impact on State significant species, and their habitat.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(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.	AQ18.1 Development avoids impacts on state significant species, and their habitat. AQ18.2 Where development impacts on state significant species and their habitat, the following occurs: (a) flora species are propagated and used in rehabilitation and landscaping onsite; and (b) fauna species are safely relocated by a qualified fauna spotter catcher.		
PO19 Local significant species, and their habitat, are protected in situ when it is: (a) identified on the Environmental significance – priority species overlay map, or through an ecological site assessment; and (b) within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	AQ19 Development does not impact on local significant species, and their habitat.		

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

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(a) enable necessary fire management in accordance with an approved fire management plan and any adopted bushfire management plan; (b) allow unimpeded movement of native fauna through matters of environmental significance and associated buffers; (c) enable maintenance access and regular management; (d) enable auditing and reporting of maintenance and management activities; (e) provide for public access along major waterways, where such access is consistent with the ecological functions; (f) allow for linkages and buffers to adjacent areas of ecological significance; and (g) allow for a coordinated approach to the management of adjacent areas of conservation estate.	mapped areas as identified on the Environmental significance – vegetation management overlay map proposed for retention and areas requiring rehabilitation are retained in private ownership and protected under a statutory covenant (under the <i>Land Title Act 1994</i>). 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.		
PQ24 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.	AQ24 No acceptable outcome provided.		
PQ25 A Covenant Management Plan is prepared for areas to be protected under a statutory covenant. The	AQ25 No acceptable outcome provided.		

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

State Planning Policy July 2017

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

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.

9.4.4 General development provisions code

9.4.4.1 Application

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

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

9.4.4.2 Purpose

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

- (f) Development does not cause adverse stormwater drainage impacts on or off the site.
- (g) Development is connected to essential services and public utilities in accordance with infrastructure provider requirements.
- (h) Development is designed and located to ensure it does not adversely impact on Council infrastructure.

9.4.4.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

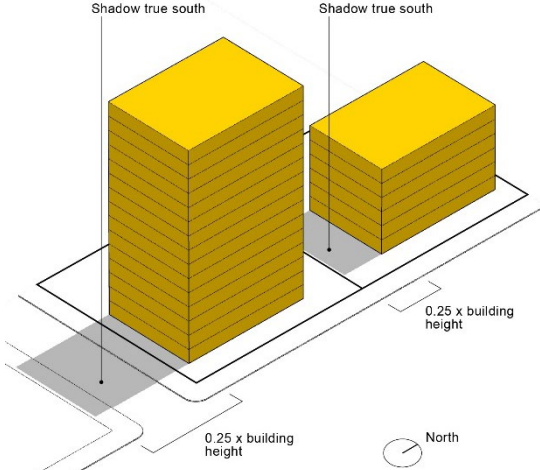
Table 9.4.4-2: General development provisions code – for assessable development

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

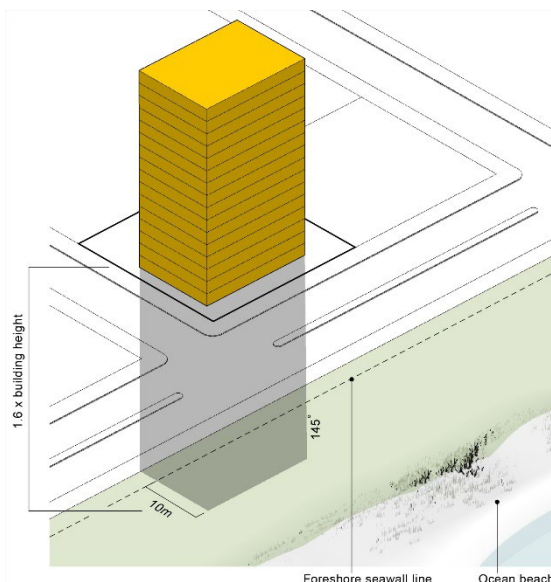
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) 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.		The proposal is for a multiple dwelling which is consistent with the existing land uses in the surrounding area which comprises of a mix of dwelling houses and multiple dwellings. The development is designed to achieve appropriate levels of visual amenity, privacy, and manage traffic impacts appropriately. Significant impacts on the amenity, health, and safety are not anticipated.	
Development along the Pacific Motorway and heavy railway line			
PO3 Development adjacent to the Pacific Motorway and heavy railway line minimises views of the storage of outdoor plant and equipment, including service areas to provide an attractive outlook for persons using the transport network.	AO3 Where the site is adjacent to the Pacific Motorway or a heavy rail line, areas used for outdoor storage, including service areas are screened from view from users of the motorway or heavy rail line by buildings, solid fencing or vegetation.	NOT APPLICABLE The site is not located adjacent to the Pacific Motorway or heavy rail line.	
Landscaping			
PO4 The proposal provides landscape work that protects and enhances the character of the local area.	AO4.1 For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences a Statement of Landscape Intent prepared in accordance with SC6.13 City Plan policy – Landscape work demonstrating	COMPLIES WITH AO4.2 A Statement of Landscape Intent accompanies this application.	

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
	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.	AO4.2 - NOT APPLICABLE	
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 The mechanical equipment is incorporated within the building.	
Casual surveillance and lighting			
PO6 Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime.	AO6 No acceptable outcome provided.	COMPLIES WITH PO6 The development provides balconies and terraces that overlook public areas to facilitate casual surveillance.	

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
Lighting			
PO7 Lighting associated with any development does not cause a nuisance.	AO7 Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site.	COMPLIES WITH AO7 Lighting is of a domestic scale with no unreasonable impacts.	
Shadow impacts – for all development 3 or more storeys			
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	COMPLIES WITH PO8 The shadow diagrams demonstrate that the development achieves an appropriate overshadowing outcome. While some shadowing occurs during winter, the extent and duration of impacts are limited and vary throughout the day. The development maintains reasonable access to sunlight for adjoining properties and nearby public spaces and is not expected to result in unreasonable overshadowing impacts.	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO8.3 Bermuda Point precinct The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from the top of the podium adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site. Note: The podium is excluded from any southern shadow calculations.	NOT APPLICABLE The site is not located in the Bermuda Point precinct.	
	AO8.4 The shadow cast by any building does not cover any part of the ocean beach or Broadwater 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.	NOT APPLICABLE The site is not located near the ocean beach or Broadwater foreshore.	

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

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
Earthworks and treatment of retaining walls			
PO9 Earthworks and retaining walls associated with the development do not create a negative visual impact upon neighbouring properties or the streetscape.	AO9 Retaining walls and batters comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards .	NOT APPLICABLE Retaining walls and batters are not proposed.	
Stormwater drainage			
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	AO10 All development incorporates stormwater drainage works to comply with the requirements of SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards .	COMPLIES WITH AO10 Michael Bale and Associates have prepared a Stormwater Management Plan (refer Section 4 – Specialist Reports) that demonstrates compliance with all necessary state and local government policies.	
Infrastructure			
PO11 All development ensures connection to public utilities to meet the needs of the development, including sewer, water, electricity and communications services.	AO11 All development is provided with services, as follows: (a) electricity supply and communication services (b) reticulated water supply, when within the mapped 'water supply service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space or Rural zones (c) reticulated sewer network, when within the mapped 'wastewater service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space, Rural or Rural residential zones.	COMPLIES WITH AO11 The development will be connected to necessary services as outlined in the Engineering Services Report (refer Section 4 – Specialist Reports).	

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

City Plan code template

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

Please note:

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

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

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

9.4.5 Healthy waters code

9.4.5.1 Application

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

- (1) **Part 5 Tables of assessment**; and
- (2) **Table 9.4.5.1-1: Development triggers for applying the Healthy waters code.**

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

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

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 <u>either</u> the performance outcome or overall outcome	Internal use
Erosion and sediment control			
PO1 Stormwater discharge from a development site achieves the construction phase water quality objectives of SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	AO1 No acceptable outcome provided.	COMPLIES WITH PO1 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
PO2 Erosion, sediment and dust is appropriately managed during the construction phase.	AO2 The level of risk for soil erosion and sediment pollution to the environment is determined by an erosion hazard assessment, completed by a suitably-qualified person in accordance with the criteria in Table 9.4.5-4: Erosion hazard assessment. Where the erosion hazard assessment has a risk score of: (a) less than or equal to 10: A deemed to comply report is prepared by a suitably qualified person for Council approval, including conceptual location and design drawings of each treatment measure in plan and section views, in accordance with the <i>Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008.</i>	COMPLIES WITH PO2 Please refer to the Engineering Services Report prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	

	(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 <i>Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008</i>. (ii) For operational work, a detailed ESCP is prepared by a suitably-qualified person in accordance with SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards, and <i>Best Practice Erosion and Sediment Control: International Erosion Control Association (IECA) 2008, Australasia Chapter 2008</i>. The ESCP is to detail appropriate treatment measures for the construction phase of development, demonstrating how the minimum design objectives in Table 9.4.5-5: Stormwater design objectives are achieved, including: (a) measures to ensure the release of sediment-laden stormwater for the		
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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
	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 <i>Schedule 1 of the Environmental Protection (Water) Policy 2009</i>. 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%.	COMPLIES WITH AO3.1 / 3.2 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
	AO3.2 For development on land less than 1.25ha, a deemed to comply solution for stormwater quality is achieved in accordance with Table 9.4.5-6: Stormwater quality deemed to comply solutions.		
	AO3.3	NOT APPLICABLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
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 .	COMPLIES WITH AO4 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
Stormwater quantity control			
PO5 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	AO5 The following is achieved external to the development site: (a) no increase in peak flood flow rate from the development site for all events up to and including the 1% AEP; (b) no increase in peak flood velocities from the development site for all events up to and including the 1% AEP; (c) no increase in peak flood level from the development site for all events up to and including the 1% AEP; and	COMPLIES WITH AO5 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(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.	COMPLIES WITH AO6 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
Overland flow paths			
PO7 Development must not obstruct free open surface flow of stormwater through a site.	AO7 Overland flowing stormwater is allowed free open surface flow between the street and any waterway at the rear or sides of a property, in accordance with the provisions of the <i>Building Code of Australia</i> .	COMPLIES WITH AO7 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
Whole of life costs			
PO8 Stormwater infrastructure is designed and constructed to: (a) remain fit for purpose for the life of the development and maintains full functionality in the design flood event; (b) be cost effective to maintain; and (c) ensure no structural damage to existing stormwater infrastructure.	AO8 No acceptable outcome provided.	COMPLIES WITH PO8 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
Landscape integration			

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
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.	NOT APPLICABLE	
	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.	COMPLIES WITH AO9.2 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
	AO9.3 All stormwater outlets that are located adjacent to watercourses, creeks and drainage paths are aligned at a maximum of 45 degrees to the downstream direction of flow, and energy dissipation measures installed to minimise scour.	COMPLIES WITH AO9.3 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
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.	COMPLIES WITH AO10 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
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).	COMPLIES WITH PO11 Please refer to the Stormwater Management Plan prepared by Michael Bale and Associates (Section 4 – Specialist Reports).	
	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).		
	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		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	of 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 <i>Department of Primary Industries and Fisheries – Fisheries guidelines for Fish-friendly structures (2006)</i> .	NOT APPLICABLE	
	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.	NOT APPLICABLE	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
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.	NOT APPLICABLE	
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State Planning Policy July 2017

Policies	Demonstrate how the proposal meets the policy?	Internal use
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State interest – water quality

ASSESSMENT BENCHMARK 4 (POLICY 4): At the construction phase, development achieves the applicable stormwater management design objectives in table A (appendix 2) of the State Planning Policy.	PLEASE REFER TO THE STORMWATER MANAGEMENT PLAN PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	
ASSESSMENT BENCHMARK 5 (POLICY 5): (5) At the post-construction phase, development: a) achieves the applicable stormwater management design objectives on-site, as identified in table B (appendix 2) of the State Planning Policy; or b) achieves an alternative locally appropriate solution off-site that achieves an equivalent or improved	PLEASE REFER TO THE STORMWATER MANAGEMENT PLAN PREPARED BY MICHAEL BALE AND ASSOCIATES (SECTION 4 – SPECIALIST REPORTS).	

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.
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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 800m², 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 <i>IPWEAQ standard drawing RS-051</i>

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

Table 9.4.5-8: Maintenance access requirements (size)

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

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

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

City Plan code template

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

Please note:

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

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

6.2.2 Medium density residential zone code

6.2.2.1 Application

This code applies to assessing all development in the Medium density residential zone.

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

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

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

6.2.2.2 Purpose

- (1) The purpose of the Medium density residential zone code is to provide for a range and mix of dwelling types including Dwelling houses and Multiple dwellings supported by Community uses and small-scale services and facilities that cater for local residents.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land uses:
 - (i) include a range of medium density residential uses, predominantly permanent accommodation;
 - (ii) such as Multiple dwellings, Dual occupancies, Dwelling houses on small lots and Community residences are included in the zone to provide a mix of dwelling types and increase residential density;

- (iii) including Relocatable home parks and Rooming accommodation may be included to deliver housing choice, providing they do not reduce the potential to supply a sufficient number of medium density residential dwellings and do not detract from the residential amenity of the area;
 - (iv) include neighbourhood centres and stand-alone small scale non-residential development consistent with the **Strategic framework**;
 - (v) which carry higher potential for impacts on amenity such as Car washes, Childcare centres, Health care services, Food and drink outlets, Shops (other than a supermarket), Veterinary services, Community care centres, Community uses, Emergency services, Educational establishments, and Places of worship may be considered if appropriately designed and located and not detract from the residential amenity of the area;
 - (vi) involving tourist-related development such as Short-term accommodation and Tourist parks but not Party houses, may be considered where they can be supported by City services and do not compromise the amenity or character of the zone and local area; and
 - (vii) do not detract from the residential amenity of the area.
- (b) Housing is provided at a form, scale and intensity that is appropriate for the zone and each particular locality it is in where the following outcomes are satisfied:

Orderly and economically efficient settlement pattern

- (i) degree of public transport service within a 400 metre walking distance, being the most desirable distance for pedestrian access, and the ease and safety of pedestrian access to that service;
- (ii) proximity to major employment concentrations, centres, social and community infrastructure facilities and important amenity features, including the coast, recreational waterways and parkland;
- (iii) capacity of available infrastructure to support the development, including water, sewer, transport and social and community facilities;

Housing needs

- (iv) delivery of a generous mix of housing form, sizes and affordability outcomes that meet housing needs (including housing needs of the future) for the locality;

Design and amenity

- (v) whether intended outcomes for building form/city form and desirable building height patterns are negatively impacted, including the likelihood of undesirable local development patterns to arise if the cumulative effects of the development are considered;
- (vi) retention of important elements of neighbourhood character and amenity, and cultural heritage;
- (vii) whether adjoining residential amenity is unreasonably impacted;
- (viii) achievement of a high quality urban design through highly functional, accessible, attractive, memorable and sustainable buildings and public spaces;

Environment

- (ix) the impacts of any site constraints, including natural hazard and environmental-based constraints and;

Community Benefit

- (x) where the development:

- (A) is appropriate having regard to overall outcome (b) (i) to (ix);
- (B) meets all other overall outcomes for the zone; and
- (C) incorporates community benefits in addition to those that could be lawfully conditioned to be provided (i.e. that are required to be provided by this City Plan or reasonably required in relation to the development or use of premises as a consequence of the development),

development bonuses are applied in accordance with the **SC6.5 City Plan policy – Community benefit bonus elements**.

Note: SC6.5 City Plan policy – Community benefit bonus elements provides guidance on what might constitute additional community benefits and the supporting material that may be required to demonstrate the degree of benefit.

Note: Development is not required to incorporate community benefits in order to demonstrate that housing has been provided at a form, scale and intensity that is appropriate having regard to overall outcome (b) (i) to (ix).

- (c) Character consists of:

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

- (d) Built form (excluding Dwelling houses on small lots) :

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

- (e) Built form for Dwelling houses on small lots:

- (i) has a building height that does not exceed that indicated on the **Building height overlay map**;

- (ii) protects the amenity of adjacent residences;
 - (iii) visually integrates with the character of the locality;
 - (iv) provides differentiation by means of articulation; and
 - (v) provides adequate space for landscaping along street frontages.
 - (f) Lot design:
 - (i) supports a mix and variety of housing forms envisaged in the zone; and
 - (ii) addresses site constraints.
 - (g) Variations in the zone are:
 - (i) **Calypso Bay precinct.**
- (3) The purpose of the Calypso Bay precinct will be achieved through the following additional overall outcomes:
- (a) The cumulative residential density does not exceed 1852 dwellings within this precinct and the **Calypso Bay precinct** in the **Low density residential zone**.
 - (b) Development does not compromise planned infrastructure delivery to other land within the catchment.
 - (c) Development proposals do not comprise the achievement of other parts of the precinct being developed in accordance with the zone.

6.2.2.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use																										
Setbacks																													
PO1 Setbacks: (a) assist in the protection of adjacent amenity; (b) allow for access around the building; (c) contribute to the streetscape character; and (d) allow for on-site car parking. OR Setbacks for Dwelling houses on small lots: (a) protect the amenity of adjacent residences; (b) visually integrate with the character of the locality; (c) provide differentiation by means of articulation; and (d) allow for on-site car parking.	<table><tr><td colspan="3">AO1</td></tr><tr><td colspan="3">Setbacks are as follows:</td></tr><tr><td rowspan="2">Setback</td><td colspan="2">Minimum distances measured in metres (m)</td></tr><tr><td>Height</td><td>Setback</td></tr><tr><td>Front for covered car parking (excluding a basement)</td><td>all</td><td>6m</td></tr><tr><td rowspan="2">Front (excluding covered car parking)</td><td>up to 23m</td><td>4m</td></tr><tr><td>for that part exceeding 23m</td><td>6m</td></tr><tr><td rowspan="3">Side and rear</td><td>up to 4.5m</td><td>1.5m</td></tr><tr><td>for that part between 4.5m – 7.5m</td><td>2m</td></tr><tr><td>for that part exceeding 7.5m</td><td>an extra 0.5m is added for every 3m in height or part thereof over 7.5m.</td></tr></table>	AO1			Setbacks are as follows:			Setback	Minimum distances measured in metres (m)		Height	Setback	Front for covered car parking (excluding a basement)	all	6m	Front (excluding covered car parking)	up to 23m	4m	for that part exceeding 23m	6m	Side and rear	up to 4.5m	1.5m	for that part between 4.5m – 7.5m	2m	for that part exceeding 7.5m	an extra 0.5m is added for every 3m in height or part thereof over 7.5m.	COMPLIES WITH PO1 Observed frontage setbacks are generally compliant with only minor non-compliances with the upper storey planter. Rear setbacks are generally compliant. Side setbacks (north) are generally compliant with the rooftop terrace creating adequate building separation at that level. Side setbacks (south) are also generally compliant although the proposed stairwells sit at 1.5m and then 2.1m for the top storey. Such penetrations into the setback are reasonable inasmuch that they are minor in nature and enable a more articulated building façade along its southern interface. Overall, the proposed setbacks:	
AO1																													
Setbacks are as follows:																													
Setback	Minimum distances measured in metres (m)																												
	Height	Setback																											
Front for covered car parking (excluding a basement)	all	6m																											
Front (excluding covered car parking)	up to 23m	4m																											
	for that part exceeding 23m	6m																											
Side and rear	up to 4.5m	1.5m																											
	for that part between 4.5m – 7.5m	2m																											
	for that part exceeding 7.5m	an extra 0.5m is added for every 3m in height or part thereof over 7.5m.																											

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
	Between on site habitable buildings (where not attached)	Double the applicable side setback.	(a) <i>assist in the protection of adjacent amenity;</i> The proposal incorporates landscaping and screening at ground level and planters on the second level to assist in softening the built form and enhancing privacy. Potential views from the upper levels are limited by the low rooflines of adjoining dwellings and the articulated design of the building. (b) <i>allow for access around the building;</i> The proposed development provides sufficient setbacks at ground level to enable access around the building. (c) <i>contribute to the streetscape character; and</i> The development presents a high-quality architectural design that incorporates a mix of materials, textures, and colours, together with an articulated built form and integrated landscaping, creating visual interest when viewed from the street, Goodwin Park, and adjoining properties. (d) <i>allow for on-site car parking.</i> The development complies with the applicable car parking requirements, with all parking spaces provided at ground level.	
	OR Setbacks for Dwelling houses on small lots:			

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Setback	Minimum distances measured in metres (m)		
	Front	4.5m to wall and balcony		
	Secondary frontage of corner lot	4m (not including projections up to 2m)		
	Covered car parking (not applicable to the rear lane access)	1m behind front wall or balcony; and 6m from the frontage where vehicles access the lot.		
		Height	Setback	

Performance outcomes	Acceptable outcomes			Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Side and rear (not applicable to the secondary frontage of corner lots)	up to 4.5m	1m to wall and balcony 0.5m to outermost projection 0m to class 10 building and/or non-habitable room where: (a) located along a southern or western boundary; (b) a maximum length of 12m where no single part exceeds 6m in length; and (c) at least 1m separation from a habitable window of a neighbouring dwelling.		

Performance outcomes	Acceptable outcomes			Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
		for that part between 4.5m – 7.5m	1.5m to wall and balcony 1m to outermost projection		

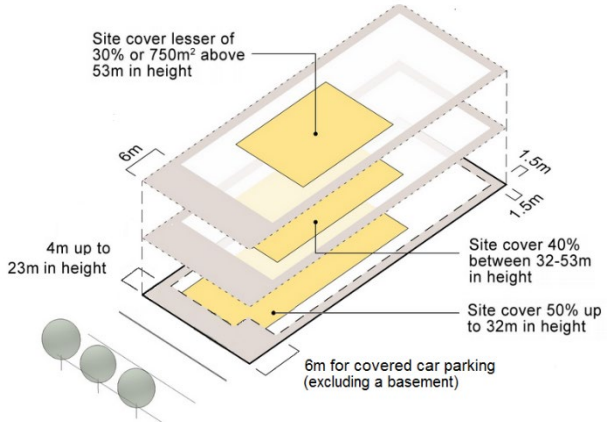
Performance outcomes	Acceptable outcomes			Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
		for that part exceeding 7.5m	2m to wall and balcony 1.5m to outermost projection		
	Rear lane	0.5m minimum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

Figure 6.2.2-1

Figure 6.2.2-1

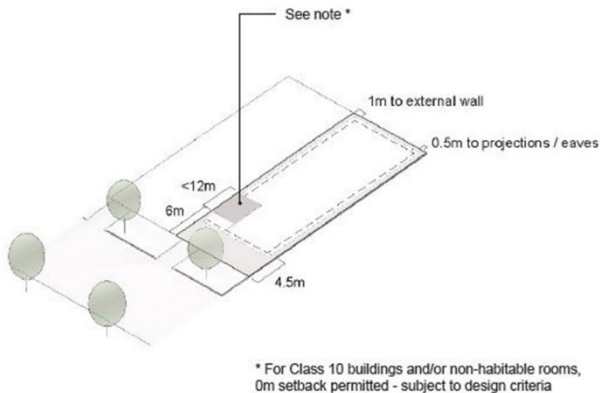
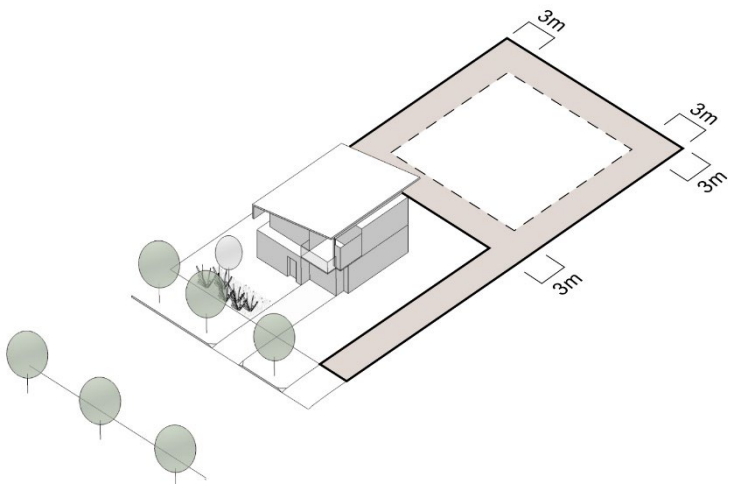
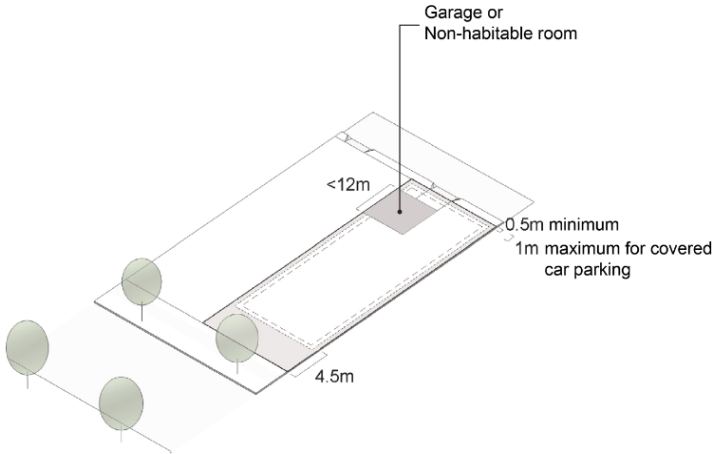
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Illustration showing Medium density residential zone setbacks and site cover outcomes (excludes Dwelling houses on small lots)			
 See note * 1m to external wall 0.5m to projections / eaves <12m 6m 4.5m * For Class 10 buildings and/or non-habitable rooms, 0m setback permitted - subject to design criteria			

Figure 6.2.2-2

Illustration showing Medium density residential zone setbacks for Dwelling houses on small lots

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	 Figure 6.2.2-3 Illustration showing Medium density residential zone setback outcomes for Dwelling houses on rear lots		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Figure 6.2.2-4 Illustration showing Medium density residential zone rear lane setbacks for Dwelling houses on small lots			
Site cover			
PO2 Site cover:	AO2 Site cover does not exceed 50% for Dwelling houses on lots with areas equal to or greater than 400m ² and Dual occupancies.	COMPLIES WITH PO2 Site cover:	

(a) is balanced between built form and green areas for landscaped private open space; (b) contributes to neighbourhood character and amenity; (c) promotes slender bulk form; (d) promotes an open, attractive and distinct skyline; and (e) facilitates small, fast moving shadows.	OR Site cover does not exceed 60% for Dwelling houses on lots less than 400m². OR For all other uses, site cover does not exceed a cumulative total of: (a) 50% of net site area up to 8 storeys; (b) 40% of net site area from 9 to 15 storeys; and (c) 30% of net site area or 750m² per building, whichever is the lesser, above 15 storeys.	The Site Coverage plan (DA 50.01) illustrates a variation in building site cover over the various storeys. At 36.9% ground level site coverage is quite low. This balances out the site coverage of the next two living levels (58.1% & 55.3% respectively) before reducing again to 38.8% for the upper level. An average site coverage of 47.3% is achieved. At no point is the proposed site cover manifestly excessive based on the 50% criterion. Moreover, the proposed Site Cover: (a) <i>is balanced between built form and green areas for landscaped private open space;</i> The development incorporates landscaping at ground level along the site frontage and at the rear of the site adjacent to the visitor parking area. Additional landscaping is provided on Level 2 through planter boxes adjoining the balconies and integrated into the front and rear façades of the building, enhancing visual interest and amenity. (b) <i>contributes to neighbourhood character and amenity;</i> The development features a design that is consistent with the character of the surrounding area. It presents an attractive and highly articulated building that has been designed to minimise impacts on adjoining properties. The use of articulation and recessed windows reduces direct views into adjacent properties, minimising privacy impacts. (c) <i>promotes slender bulk form;</i> The development promotes a slender built form through its articulated design and varied building setbacks.	
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Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
		(d) <i>promotes an open, attractive and distinct skyline; and</i> The development promotes an open, attractive and distinct skyline through its articulated and slender built form with integrated landscaping. (e) <i>facilitates small, fast moving shadows.</i> The shadow diagrams demonstrate that overshadowing impacts are generally limited and confined primarily to the winter months. Shadows move throughout the day, reducing the duration of impacts on adjoining properties while allowing for a functional and attractive built form.	
Height			
PO3 Building height and structure height does not exceed that shown on the Building height overlay map . OR Where not identified on the overlay map building height and structure height does not exceed: (a) 2 storeys with a maximum of 9m; or (b) a partial third storey if within 9m.	AO3 No acceptable outcome provided.	COMPLIES WITH PO3 The proposed development has an overall building height of 13.61m.	
PO4 Free standing garages and carports present to the street as single storey.	AO4 Freestanding garages and carports do not exceed a height of 3.5m.	NOT APPLICABLE Freestanding garages and carports are not proposed.	

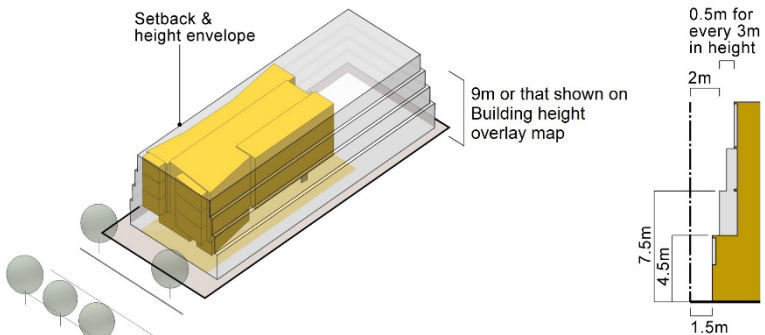
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	 Setback & height envelope 9m or that shown on Building height overlay map 0.5m for every 3m in height 2m 7.5m 4.5m 1.5m		
Density			

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO5 For Dwelling houses density is one Dwelling house per lot. OR Density does not exceed that shown on the Residential density overlay map. OR Where not identified on the overlay map, density does not exceed one dwelling per 400m². OR For Residential care facilities and Retirement facilities there is no performance outcome provided. OR For Rooming accommodation, accommodating more than four unrelated people, density does not exceed one bedroom per 133m².	AO5 No acceptable outcome provided.	COMPLIES WITH OVERALL OUTCOMES 2(A)(II), (B) AND (C) The proposed development has a residential density of 1 bed per 35.15m². While this exceeds the prescribed density of 1 bed per 50m² the density is supported by the site's proximity to a major centre which provides a range of services, retail and commercial uses and within walking distance to parks, beachfront, surf clubs and the main street of Coolangatta. It is also well-serviced by existing infrastructure provision and transport opportunities.	
PO6 Calypso Bay precinct The cumulative density (as a consequence of any material change of use or reconfiguring of a lot application) of this precinct and the Calypso Bay precinct in the Low density residential zone does not exceed 1852 dwellings.	AO6 Calypso Bay precinct No acceptable outcome provided.	NOT APPLICABLE The site is not located in the Calypso Bay precinct.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Development proposals do not comprise the achievement of other parts of this precinct being developed in accordance with the zone. Note: A reconciliation table is to be provided to Council identifying the proposed and total dwellings in this precinct and the Calypso Bay precinct in the Low density residential zone. Sufficient density reserves should be demonstrated to show that balance land can be developed consistent with the zone and precinct intent.			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use																		
Lot design (for subdivision only)																					
PO7 Lot size and configuration supports a mix and variety of housing forms envisaged in the zone. Note: PO7 does not apply to the creation of small lots where associated with an existing residential building.	AO7.1 Where the site is not mapped on the Residential density overlay map the minimum lot size is 400m². OR Where the site is mapped on the Residential density overlay map, new lots meet the following:	NOT APPLICABLE A subdivision is not proposed.																			
	<table><tr><th>Residential density overlay map designation</th><th>Minimum lot size</th></tr><tr><td>RD1</td><td>400m²</td></tr><tr><td>RD2</td><td>300m²</td></tr><tr><td>RD3</td><td>250m²</td></tr><tr><td>RD4</td><td>200m²</td></tr><tr><td>RD5</td><td>125m²</td></tr><tr><td>RD6</td><td>No minimum</td></tr><tr><td>RD7</td><td>No minimum</td></tr><tr><td>RD8</td><td>No minimum</td></tr></table>			Residential density overlay map designation	Minimum lot size	RD1	400m ²	RD2	300m ²	RD3	250m ²	RD4	200m ²	RD5	125m ²	RD6	No minimum	RD7	No minimum	RD8	No minimum
	Residential density overlay map designation			Minimum lot size																	
	RD1			400m ²																	
	RD2			300m ²																	
	RD3			250m ²																	
	RD4			200m ²																	
	RD5			125m ²																	
	RD6			No minimum																	
	RD7			No minimum																	
	RD8			No minimum																	
Note: Lot sizes referenced must be determined exclusive of access strip or access easement area for rear lots.																					
Lot design within the Ridges and significant hills protection overlay area (for subdivision only)																					

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO8 New lots proposed within the Ridges and significant hills protection overlay area: (a) support the intent of the Ridges and significant hills protection overlay code ; and (b) address site constraints.	AO8.1 The minimum lot size is 600m ² .	NOT APPLICABLE A subdivision is not proposed.	
	AO8.2 Minimum road frontage is 17m. OR Minimum road frontage is 4.5m for a rear lot.	NOT APPLICABLE A subdivision is not proposed.	
Land uses			
PO9 Non-residential uses (other than community uses and neighbourhood centres) are small scale and stand alone.	AO9 A non-residential use (such as a Health care service or a Child care centre) includes a single tenancy and does not adjoin another existing or approved non-residential use.	NOT APPLICABLE The proposal is for residential use.	

City Plan code template

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

Please note:

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

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

9.3.13 Multiple accommodation code

9.3.13.1 Application

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

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

9.3.13.2 Purpose

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

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

9.3.13.3 Specific benchmarks for assessment

Part A applies to accepted development subject to requirements.

Part B applies to assessable development.

PART A – ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS

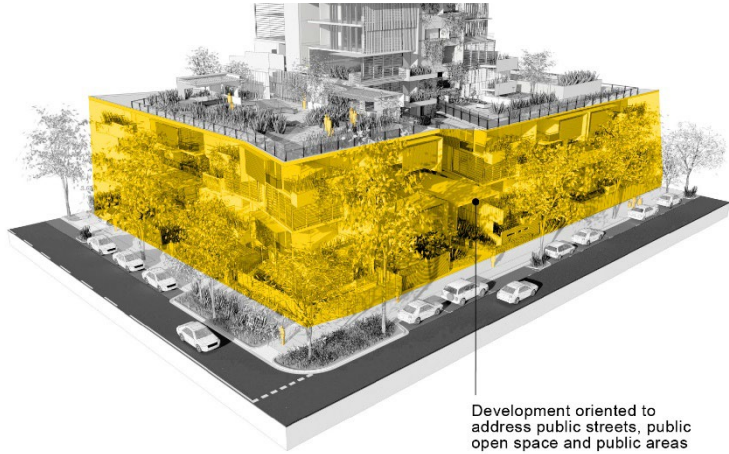
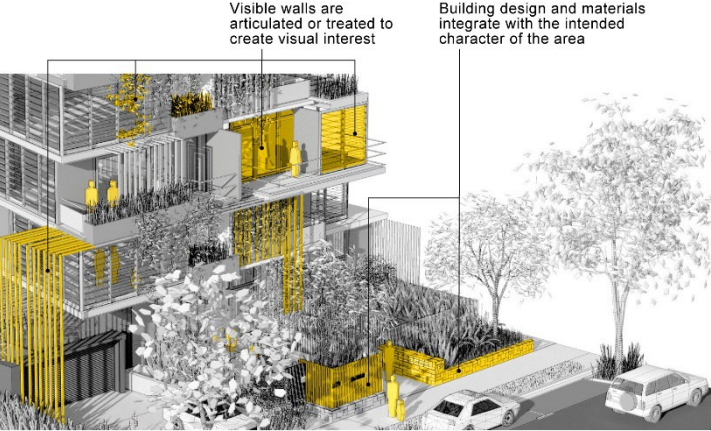
There are no requirements for accepted development for this code.

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

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

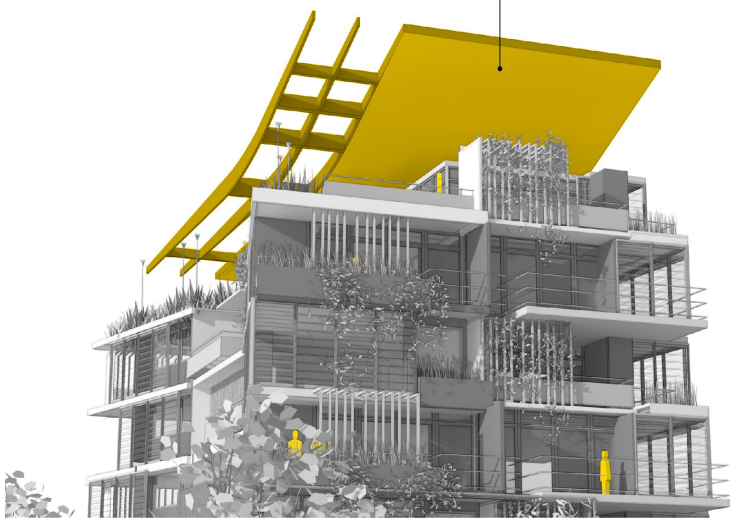
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Road frontage			
PO1 The site has sufficient frontage to ensure that: (a) safe and convenient vehicular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

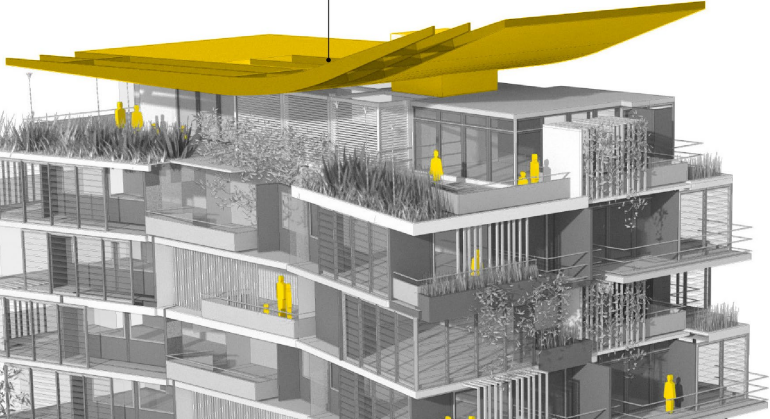
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO3 All buildings and ancillary structures are designed to: (a) contribute to the envisaged urban character of the local area; (b) promote casual surveillance of public streets, public open space and public areas; (c) add visual interest to the streetscape; (d) enable differentiation between buildings; and (e) avoid stark or austere appearance.	AO3.1 All development is oriented so as to address public streets, public open space and public areas.	COMPLIES WITH AO3.1 The development addresses Dutton Street and Goodwin Park through the incorporation of windows, balconies, and articulated building elements that provide visual engagement and casual surveillance.	
	AO3.2 Buildings located on a street corner are to address both street frontages.	NOT APPLICABLE The site is not located on a street corner.	
	AO3.3 All visible walls are articulated, or otherwise architecturally treated, to create visual interest and to avoid a broad expanse of featureless wall.	COMPLIES WITH AO3.3 The walls of the development are articulated to create visual interest and break up expanses of blank walls.	
	AO3.4 The building design and materials visually integrate with the prevailing or intended character of the area.	COMPLIES WITH AO3.4 The proposal incorporates a variety of materials and an architectural design that complements the prevailing or intended character of the area.	
	AO3.5 The degree of reflection (both heat and light) of any reflective glass does not exceed 20%. Note: this provision does not apply to class 1A and class 10A buildings.	CAN COMPLY WITH AO3.5 A suitable condition of approval may be applied.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Development oriented to address public streets, public open space and public areas Figure 9.3.13-1 Illustration showing Multiple accommodation outcomes where all development is oriented so as to address public streets, public open space and public areas			
 Visible walls are articulated or treated to create visual interest Building design and materials integrate with the intended character of the area			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Figure 9.3.13-2 Illustration showing Multiple accommodation outcomes where all visible walls are articulated to create visual interest and the building design and materials visually integrate with the prevailing or intended character of the area			
PO4 Building form, orientation and articulation promotes sub-tropical design excellence and innovation, through: (a) optimising orientation to the north; (b) incorporation of generous outdoor living spaces; (c) privacy and utility of open space; (d) building articulation and ventilation; and (e) shading and climate protection.	AO4 No acceptable outcome is provided.	COMPLIES WITH PO4 The development provides private open space for each dwelling through balconies and terraces. The balconies and terraces are directly accessible from the primary living areas of each dwelling. The building incorporates articulation, recessed elements, and openings that assist with natural ventilation.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Roof form for buildings with 3 or more storeys			
PO5 Building caps and rooftops are provided to contribute an attractive roofscape that enhances the architectural distinction of the building and effectively screens service structures, plant and equipment. Note: building height incorporates allowance for plant and equipment, attractive building caps and rooftop features.	AO5.1 Building caps and rooftops are provided to contribute an attractive roofscape that enhances the architectural distinction of the building	COMPLIES WITH AO5.1 The development incorporates a sloping roof form that contributes to an attractive roofscape and enhances the building's architectural character.	
	AO5.2 Service structures, lift motor rooms and mechanical plant are: (a) designed as an architectural feature of the building; (b) incorporated into the roof form; or (c) screened effectively.	COMPLIES WITH AO5.2 The lift is incorporated within the building and integrated into the overall built form.	
	AO5.3 The rooftop and roof form is designed to enable future inclusion of plant and equipment such as satellite dishes/telecommunications facilities in an unobtrusive manner.	COMPLIES WITH AO5.3 The rooftop and roof form can be designed to accommodate future installations, such as satellite dishes or telecommunications equipment, in an unobtrusive manner.	
	AO5.4 Where rooftops are used for open space, plant and equipment is visually and acoustically screened from the communal open space and the open space area is integrated into an attractive roofscape to enhance the architectural distinction of the building.	NOT APPLICABLE The rooftop is not used for open space.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Building caps and rooftops provide an attractive roofscape  Figure 9.3.13-3 Illustration showing Multiple accommodation outcomes for building caps and rooftops		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Rooftop and roof form are designed for unobtrusive future inclusion of plant and equipment  Figure 9.3.13-4 Illustration showing Multiple accommodation outcomes for rooftop and roof form			
Ground floor and entry requirements for buildings with 3 or more storeys			
PO6 The ground floor entrance area is easily identifiable and built to a human scale.	AO6 No acceptable outcome provided	COMPLIES WITH PO6 The ground floor entrances are clearly identifiable through the provision of individual pedestrian entries that are separate from the vehicle garage entries.	
Privacy			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO7 The building is designed to achieve an acceptable level of privacy for the occupants of the dwelling and neighbouring dwellings.	AO7.1 Habitable room windows do not directly face: (a) a habitable room window of another building within 10m; and (b) an access way, footpath or communal open space area within 3m. OR Habitable room windows: (a) have a fixed obscure glazing in any part of the window below 1.5m above floor level; (b) have privacy screens that cover a minimum of 50% window view. Note: 'directly face' means an angle within 45° either horizontally or vertically.	COMPLIES WITH PO7 The adjoining properties are 1-2 storey dwellings only. Direct views are limited through the use of fencing, high sill height windows, and recessed windows ensuring an acceptable level of privacy for both occupants and neighbouring dwellings.	
	AO7.2 Where a direct view exists into the private open space of an adjoining dwelling, the outlook from windows, stairwells, terraces, decks and other private, communal or public areas, is obscured or screened by privacy screens.	COMPLIES WITH AO7.2 Direct views into the private open space of adjoining dwellings are limited through the use of fencing, setbacks, recessed windows, and high-sill-height windows, ensuring an appropriate level of privacy is maintained.	

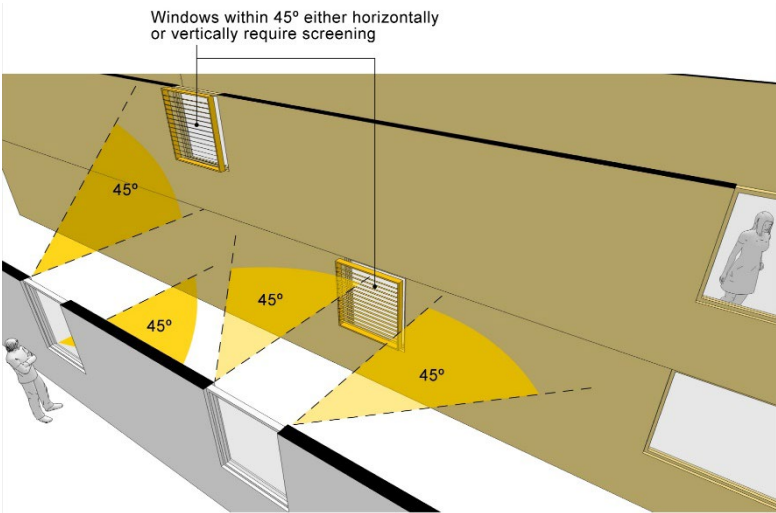
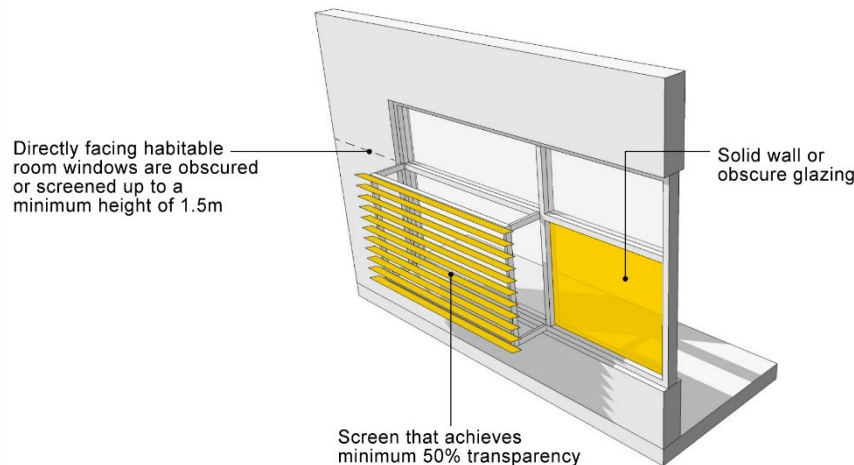
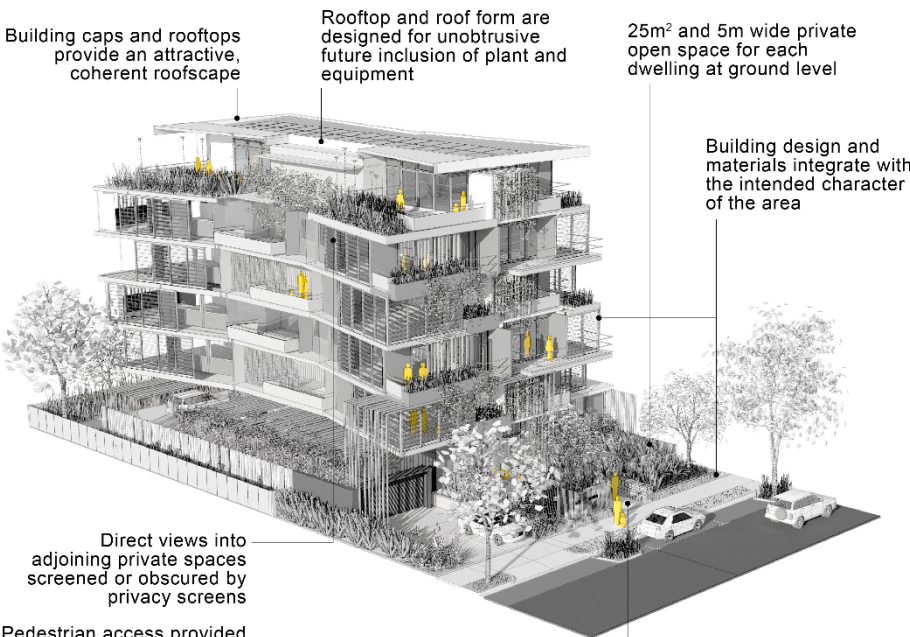
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Windows within 45° either horizontally or vertically require screening			

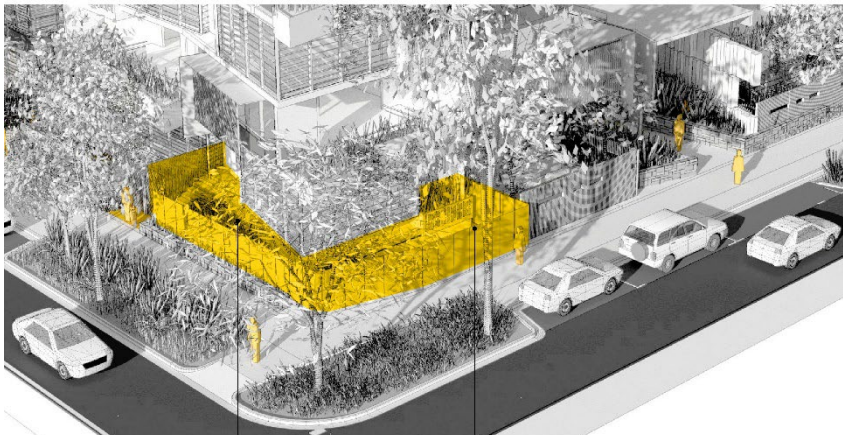
Figure 9.3.13-5
Illustration showing Multiple accommodation design privacy outcomes where windows and doors are appropriately obscured by screening.

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Building caps and rooftops provide an attractive, coherent roofscape Rooftop and roof form are designed for unobtrusive future inclusion of plant and equipment 25m² and 5m wide private open space for each dwelling at ground level Building design and materials integrate with the intended character of the area Direct views into adjoining private spaces screened or obscured by privacy screens Pedestrian access provided to all road frontages and easily identified 	Figure 9.3.13-7 Illustration showing Multiple accommodation outcomes		

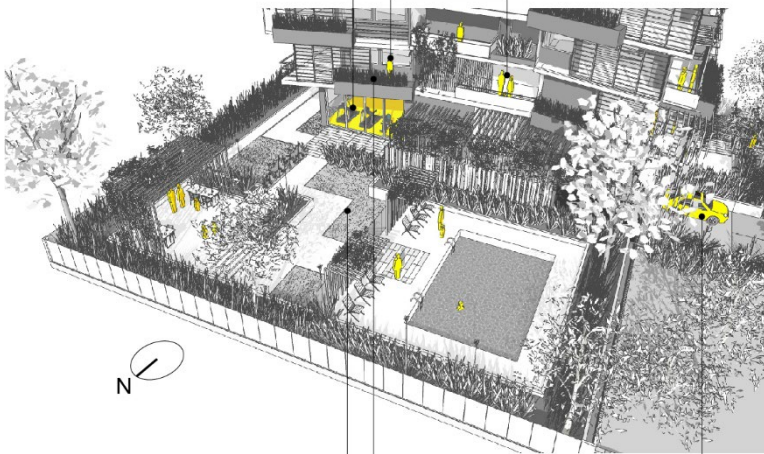
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Direct views into adjoining private spaces screened or obscured by privacy screens Where private space is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

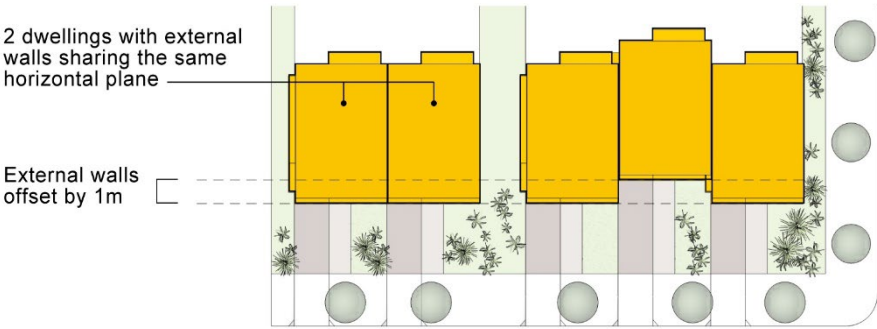
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use									
Private open space												
PO8 Development provides attractive, accessible and functional private open space for residents, which is designed for the subtropical climate, to maximise outdoor living opportunities and enhance amenity for residents.	AO8 If the dwelling is located above ground, private open space for each dwelling shall: (a) mitigate negative wind effects on intended users; (b) be accessible from the living room; and (c) be supplied at the following rates:	COMPLIES WITH PO8 The development provides attractive, accessible, and functional private open space for each dwelling in the form of balconies and terraces that are directly accessible from the primary living areas. The private open space areas support outdoor living, enhance residential amenity, and are designed to respond to the subtropical climate.										
	<table><tr><th>No. of bedrooms</th><th>Minimum balcony area</th></tr><tr><td>1 bedroom and studio</td><td>9m² with a minimum dimension of 3m</td></tr><tr><td>2 bedrooms</td><td>12m² with a minimum dimension of 3m</td></tr><tr><td>3 or more bedrooms</td><td>16m² with a minimum dimension of 3m</td></tr></table>			No. of bedrooms	Minimum balcony area	1 bedroom and studio	9m² with a minimum dimension of 3m	2 bedrooms	12m² with a minimum dimension of 3m	3 or more bedrooms	16m² with a minimum dimension of 3m	
	No. of bedrooms			Minimum balcony area								
	1 bedroom and studio			9m² with a minimum dimension of 3m								
	2 bedrooms			12m² with a minimum dimension of 3m								
	3 or more bedrooms			16m² with a minimum dimension of 3m								
	OR If the dwelling is located at ground level, private open space for each dwelling: (a) has a minimum area of 25m²; (b) has a minimum width of 5m; (c) is located adjacent to each dwelling unit; (d) is accessible from the living room; (e) has a maximum gradient not exceeding one in ten; and (f) is sufficiently screened or elevated for privacy											
OR Bermuda Point precinct												
<table><tr><th>No. of bedrooms</th><th>Minimum balcony areas</th></tr></table>	No. of bedrooms	Minimum balcony areas										
No. of bedrooms	Minimum balcony areas											

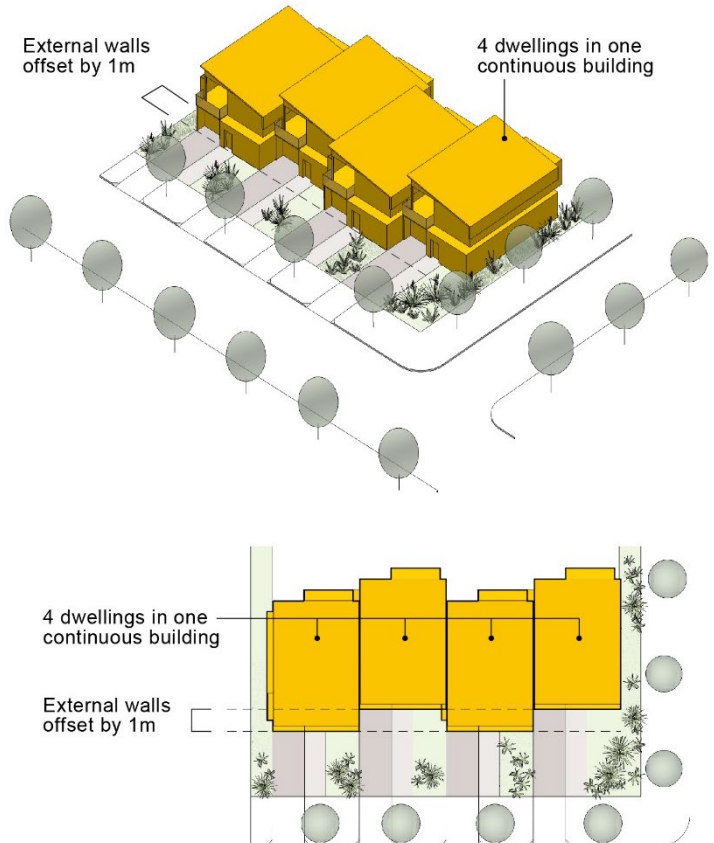
Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	1, 2, 3 or more bedroom/studio	8m ² with a minimum dimension of 2m		
	OR For residential care facilities, no acceptable outcome provided.			
 Private open space is adjacent to its dwelling and accessible from the living room 25m² and 5m wide private open space for each dwelling at ground level Figure 9.3.13-9 Illustration showing Multiple accommodation outcomes for private open space				
Communal open space				
PO9	AO9.1		NOT APPLICABLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Where the development includes ten or more dwellings, communal open space is provided on site that: (a) is accessible, useable and safe; (b) is designed for the subtropical climate, maximising outdoor living opportunities, and enhancing amenity for residents; (c) is available for the recreational use of all occupants of the development; (d) provides outdoor recreational areas required to service the open space needs of residents or guests of the development; (e) aesthetically complements buildings on the site; (f) provides opportunities for social interaction; (g) is designed and located to reduce internal and external impacts on the amenity of residents and neighbouring premises; and (h) creates a pleasant streetscape by establishing landscaped (incorporating shade trees where practicable) areas adjoining the frontages of the development.	Principal communal open space areas are oriented to the north and receive at least three hours of sun between 9am and 5pm on 21 June over a portion of their surface. OR Bermuda Point precinct Principal communal open space areas are orientated to the north.	The proposal is for five dwellings and does not require communal open space.	
	AO9.2 Where the development includes ten or more dwellings, communal open space (including any landscaped areas) is provided at a rate of 6.5m² per dwelling.		
	AO9.3 The communal open space required in AO9.2:		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(a) includes a communal open space area of at least 50% of the total open space requirement in one parcel and, this parcel is outdoors and has a maximum length to breadth ratio of 2.5:1; (b) has a gradient not exceeding one in ten; (c) is clear of all non-recreational structures, including clothes hoists, driveways, water tanks, car parking and garbage receptacles; (d) is readily safe, accessible and convenient to residents; (e) includes an area being at least 10% for deep planting; (f) is designed and located so that it is subject to casual surveillance; (g) utilises hard and soft landscape treatment; (h) is clearly separated from any private areas of the site; and (i) can include indoor recreation facilities such as gymnasiums.		

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO9.4 Where the communal open space is for a residential care facility or retirement facility, the open space is provided with outdoor facilities for the health and wellbeing of residents such as sheltered gardens, circuit walkways, gardening beds and a space of sufficient size for a resident to take a visiting family with young children.		
Additional design and appearance requirements for multiple dwellings comprising townhouses			
PO10 Multiple dwellings comprising townhouses are designed to visually integrate with the desired built form of the area as expressed by the zone and provide differentiation between buildings by means of articulation.	AO10.1 No more than two adjacent dwellings have external walls in the same horizontal plane, unless they are offset by at least 1m.	COMPLIES WITH PO10 The development incorporates an articulated design with balconies, terraces, recessed windows, and a mix of architectural features, materials, colours, and textures that provide visual interest and differentiation between dwellings.	
	AO10.2 The number of dwellings in the one continuous building does not exceed four.		
 2 dwellings with external walls sharing the same horizontal plane External walls offset by 1m			
Figure 9.3.13-11 Illustration showing Multiple accommodation outcomes for additional design and appearance requirements for multiple dwellings comprising townhouses			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 External walls offset by 1m 4 dwellings in one continuous building 4 dwellings in one continuous building External walls offset by 1m Figure 9.3.13-12 Illustration showing Multiple accommodation outcomes for additional design and appearance requirements for multiple dwellings comprising townhouses			
	Pedestrian access		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO11 Safe and convenient access is provided for pedestrians.	AO11.1 Pedestrian access is provided to all road frontages and is easily identified.	COMPLIES WITH PO11 The development provides safe and convenient pedestrian access from Dutton Street, with clearly identifiable dwelling entrances that are directly accessible from the street and connected to the existing pedestrian network.	
	AO11.2 Footpaths are provided to connect dwellings with communal open-space areas, external roads and public open space. OR In low-speed traffic environments, driveways are designed to be a shared space.		
 Pedestrian access provided to all road frontages and easily identified			
Figure 9.3.13-13 Illustration showing Multiple accommodation outcomes for pedestrian access			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Car park areas			
PO12 The car parking area and associated structures do not dominate the street frontage of the development.	AO12 No acceptable outcome provided.	COMPLIES WITH PO12 Car parking is provided within garages and is screened to ensure it does not dominate the street frontage.	
Provision of access for multiple dwellings comprising townhouses			
PO13 Multiple dwellings, in the form of townhouse development, integrate within the overall street network.	AO13 Pedestrian and cycle connections are provided to adjoining streets.	COMPLIES WITH PO13 The development integrates with the surrounding street network through direct access to Dutton Street and convenient connections to the existing pedestrian and transport network.	
Safety and security			
PO14 Building design enhances safety and security on and off the site.	AO14.1 Above ground floor dwellings have windows or balconies that provide clear lines of sight towards private access ways, the street, and all adjacent public space.	COMPLIES WITH AO14.1 Above ground floor dwellings are designed with windows, balconies and terraces that provide clear lines of sight to private access ways, the street, and adjacent public spaces.	
	AO14.2 Lighting is provided to driveways, property entrances, pathways, communal service areas, car-parking areas, lobbies stairwells, steps and ramps.	WILL COMPLY WITH AO14.2 Lighting will be provided as necessary.	
	AO14.3 Entrances and exits to the street are directly accessible, illuminated and highly visible from public areas.	COMPLIES WITH AO14.3 Entrances and exits to the street are directly accessible and highly visible from public areas.	
	AO14.4 Dead-end corridors, alleyways, pathways and refuse areas are secured to prevent unauthorised access.	COMPLIES WITH AO14.4 Pathways and refuse areas are secured to prevent unauthorised access.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Housing need and choice			
PO15 Development provides a mix of housing sizes and affordability outcomes to meet housing needs.	AO15 No acceptable outcome provided.	COMPLIES WITH PO15 The development contributes to a diverse mix of housing sizes and affordability outcomes in the broader area.	
 Development provides clear lines of sight			
Figure 9.3.13-14 Illustration showing Multiple accommodation outcomes where above ground floor dwellings have windows and balconies that provide clear lines of sight towards private access ways, the street, and all adjacent public space			
Services and recreational facilities for residential care facilities and retirement facilities			
PO16 A range of self-contained services and recreational facilities are provided.	AO16 Developments that have between 11 and 25 units include a community meeting room. OR	NOT APPLICABLE The proposal is not a 'Residential care facility' or 'Retirement facility'.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Developments that have 26 units or more include a community meeting room and one or more of the following: (a) community vehicle; (b) on-site personal care; (c) on-site meal service; and (d) recreational facilities, in addition to the communal open space requirements in PO9.		

City Plan code template

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

Please note:

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

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

9.4.12 Solid waste management code

9.4.12.1 Application

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

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

9.4.12.2 Purpose

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

9.4.12.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.12-1: Solid waste management code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Waste and recycling storage and bin wash-down facilities			
PO1 Development provides waste and recycling storage and servicing facilities that are safe, convenient, efficient, appropriately sized for the type and volume of waste generated.	AO1.1 Development includes waste storage points of sufficient size to accommodate the required number of waste and recyclable bins consistent with SC6.16 City Plan policy – Solid waste management .	COMPLIES WITH AO1.1. The proposed development includes a waste storage room of sufficient size to accommodate the required bins / containers. The development will require the provision of two 360L wheelie bins to manage general waste and two 360L wheelie bins to manage recycling waste. The waste storage room has been designed to achieve a minimum 1m ² area for each container. For further details refer to Section 3.5 of Geleon Waste Management Plan Report 51080-RP02-A .	
	AO1.2 Waste and recycling storage points are located, designed and sized consistent with SC6.16 City Plan policy – Solid waste management .	COMPLIES WITH AO1.2. Maintaining a storage area of 1m ² for each wheelie bin, the dimensions of the proposed waste storage room comprise an internal length of 4.0m and a width of 1.0m. For further details in relation to the waste storage room, refer to Section 3.0 of Geleon Waste Management Plan Report 51055-RP02-A .	
	AO1.3 Development with a dwelling above the third storey include appropriate waste removal systems which incorporate:	Not applicable – All dwellings contain a ground floor component.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(a) waste chutes; (b) hoppers; and (c) separate waste storage rooms. Note: Waste removal system design is to be consistent with SC6.16 City Plan policy – Solid waste management.		
	AO1.4 Development that includes a commercial kitchen or generates clinical or related waste incorporate additional waste facilities consistent with SC6.16 City Plan policy –Solid waste management.	Not applicable – The development consists of a multiple dwelling land use only.	
PO2 Development provides a bin wash-down facility that maintains appropriate environmental health and amenity standards.	AO2 Development includes appropriately sized and located bin wash-down facilities consistent with SC6.16 City Plan policy –Solid waste management.	COMPLIES WITH AO2 A suitable area for bin wash down will be provided that is fitted with a hose cock and drained to the sewer. This will be confirmed at the detailed design stage.	
Amenity			
PO3 Waste and recycling storage and servicing points are appropriately located and designed for convenient and safe access by all users and to minimise the potential for nuisance to occupants of the development or adjoining properties.	AO3.1 Direct unobstructed paths exist between waste and recycling storage and servicing points and road frontages.	COMPLIES WITH AO3.1. The refuse bins will be transferred from the waste storage room to the kerbside collection point by the site manager / members of the body corporate committee / residents. For further details in relation to the proposed refuse collection procedure, refer to Section 4.0 of Geleon Waste Management Plan Report 51080-RP02-A .	
	AO3.2	COMPLIES WITH AO3.2. The proposed storage point is appropriately screened.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Waste and recycling storage points are screened by solid fencing or vegetation to ensure they are not visible from a public place or sensitive land use.	For further details in relation to the proposed waste storage room, refer to Section 3.5 and 4.2 of Geleon Waste Management Plan Report 51080-RP02-A .	
Waste servicing			
PO4 Waste and recycling servicing points are appropriately located and designed to facilitate safe, unobstructed and efficient servicing of waste containers.	AO4 Waste and recycling servicing points are located, designed and sufficiently sized consistent with SC6.16 City Plan policy –Solid waste management . Note: Regulation of the access, stopping and manoeuvring of refuse collection vehicles are subject to meeting, Part 9.4.13 Transport code and associated City Plan guidelines.	COMPLIES WITH AO4. The waste storage room and waste servicing point has been located, designed and sized in accordance with requirements stipulated in <i>SC6.16 City Plan policy – Solid waste management</i> . For further details in relation to the proposed refuse collection procedure, refer to Section 4.0 of Geleon Waste Management Plan Report 51080-RP02-A .	
Non-serviced areas			
PO5 Developments in non-serviced areas have appropriate solid waste management measures to adequately service the development. Note: For Commercial developments a Waste management plan, prepared in accordance with SC6.16 City Plan policy – Solid waste management, is Council's preferred method of addressing the above outcome.	AO5 No acceptable outcome provided.	Not applicable.	

City Plan code template

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

Please note:

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

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

9.4.13 Transport code

9.4.13.1 Application

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

- (a) establishing in an existing lawful non-residential premises; and
- (b) involving:
 - (i) no building work (other than an internal fit-out); or
 - (ii) only minor building work; and
- (c) the development results in no loss of car parking spaces.

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

9.4.13.2 Purpose

- (1) The purpose of the Transport code is to ensure transport needs associated with the development of land are met.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development ensures that:
 - (i) on-site access, parking and facilities, manoeuvring and servicing areas are designed to:

- (A) meet the needs of the development;
 - (B) result in a functional and efficient site layout that minimises impacts on surrounding areas and traffic movement;
 - (C) create a safe pedestrian and cyclist focussed environment; and
 - (D) promote a high quality public realm.
- (ii) the function and capacity of the road network is not compromised and impacts on amenity, safety and operation of existing and planned roads are appropriately mitigated.
- (b) An integrated transport system is provided that:
 - (i) is convenient, efficient and flexible, being able to accommodate major events and provide a high level of connectivity between all activity centres, urban neighbourhoods, mixed use and industrial areas, inclusive of all modes, including active transport networks;
 - (ii) supports well designed urban development, which is concentrated within activity centres and urban neighbourhoods, that is easy to access via frequent public transport, walking and cycling, thereby reducing the need to travel by car;
 - (iii) supports community and privately operated transport services as viable alternatives to the private car;
 - (iv) reduces congestion and car dependency and significantly increases levels of walking, cycling and public transport use; and
 - (v) ensures existing and future transport corridors are protected.
- (c) Active transport networks are provided that:
 - (i) are direct, safe, pleasant and comfortable to make walking and cycling an attractive alternative to the car;
 - (ii) ensure development within centres and urban neighbourhoods, including the light rail corridor have access to high quality active transport infrastructure including paths, bicycle parking and end of trip facilities;
 - (iii) are directly connected to local attractions and services;
 - (iv) are clear and easily accessed; and
 - (v) ensure the active transport infrastructure are completed in the early stages of development.
- (d) Public transport networks are provided that:
 - (i) are of a standard and quality to provide an attractive alternative to the car;
 - (ii) ensure district and regional level community uses are within walking distance of public transport facilities; and
 - (iii) are clear and easily accessed.
- (e) A road network is provided that:

- (i) is developed and managed efficiently and meets the city's needs for the movement of people and goods, and can be safely shared by all users;
- (ii) ensures development impacts on amenity caused by traffic and parking is consistent with the community's reasonable expectations for the intended use;
- (iii) develops local road networks that are permeable and legible to facilitate a high level of connectivity, are safe and are shared with active and public transport;
- (iv) ensures developments are designed for safe and efficient waste collection, carried out with minimal disruption or impact to the road network; and
- (v) within the Coomera Town Centre area, provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections that is guided by the indicative access and mobility outcomes in Figure 9.4.13-2 Coomera Town Centre Indicative Access and Mobility.
- (f) Major freight corridors and haulage routes:
 - (i) are protected from incompatible uses and ensure their safe and efficient operation.
- (g) Navigable waterways:
 - (i) support active and public transport facilities in waterfront locations for public water transport and enhance access to the city's waterways.

9.4.13.3 Specific benchmarks for assessment

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.13-2: Transport code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Car parking and travel demand			
PO1 Development provides off-street car parking to accommodate the parking demand and allows for various modes of	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.			The total car parking requirement for the development is 12 car parking spaces comprising 10 resident spaces and two visitor spaces. In accordance with the National Construction Code – Volume 1 for a Class 2 building, there is no requirement to provide parking spaces for People with Disabilities. The development provides a total of 12 car parking spaces, comprising 10 resident spaces and two visitor spaces and therefore complies with Council requirements. Refer to Section 4.0 of Geleon Traffic and Transport Assessment report 51080-RP01-A.	
	Location	Off-street car parking rate		
	Centre zone and High density residential zone where nominated in the Transport hub area in Figure 9.4.13-1: Transport hub area	Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub		
	Centre zone not nominated in the Transport hub area in Figure 9.4.13-1: Transport hub area	Table 9.4.13-5: Car parking rates – Centre zone – outside Transport hub area		
	Special purposes zone – Special development area precinct – Southport Priority Development Area	Table 9.4.13-6: Car parking rates – Southport Priority		

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
		Development Area		
	All other zones	Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area		
PO2 Car parking spaces for employees and visitors to the development are maximised and allow for efficient functioning of the site and surrounding traffic network.	AO2 Car parking spaces for employees and visitors to the development are accessible at all times and not restricted by allocation of spaces, gateways, doors or similar devices.		COMPLIES WITH AO2 Access to the ground floor level car park will remain accessible at all times. For further details in this regard, refer to the plans of development.	
Servicing				
PO3 Development accommodates the required design service vehicle (including waste collection) in accordance with: (a) Table 9.4.13-8: Service vehicle requirements ; and (b) Table 9.4.13-9: Minimum class of service vehicle ; and	AO3 No acceptable outcome provided.		COMPLIES WITH OO(a)(I) & (e)(II) Issues associated with providing a 4.5m vertical clearance for a MRV mean that an on-site standing area for an MRV cannot be accommodated. Therefore, compliance with AO3 and PO3 of the Transport Code cannot be achieved. However, the proposed development can comply with the overall outcomes, specifically OO(a)(I) & (e)(II) for the following reasons:	

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) <i>AS2890.2: Parking facilities Part 2: Off-street commercial vehicle facilities</i> to allow for: (i) loading and unloading of service vehicles wholly within the site; (ii) pathways from service areas to tenancies at a width and grade that allows for unimpeded manoeuvring of goods (i.e. clear of doors, gates or landscaping); (iii) waste collection vehicles to appropriately service the development; (iv) safe pickup and set-down of passengers on-site; (v) unobstructed access to off-street parking areas; and (vi) an efficient and safe traffic network.		▪ for multiple dwelling units, groceries and large retail goods will typically be delivered by a van or SRV, while removalist activities will generally utilise a van, SRV or MRV. Therefore, provision has been made for a van on the ground floor level on the northern side of the driveway. Above the ground floor level driveway, a minimum 2.85m vertical clearance is achieved. A swept path assessment has been undertaken using AutoTURN software to demonstrate that a van can reverse into the standing area from Dutton Street, stand in the servicing area, and exit the development site in a forward gear. The swept path assessment also demonstrates that B99 passenger vehicles can enter and exit the development site in a forward gear if a van is parked on the ground floor level ▪ it is known that removalist / delivery companies generally ask their customers at the time of quoting about on site and on-street parking restrictions and availability. Given the site constraints, it is expected that residents undertaking full moves will consult with removalist companies regarding the parking availability in the vicinity prior to moving and recommend that an alternative smaller removalist vehicle be used	

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 frequency of vehicles attending the site to deliver goods and undertake maintenance could occur weekly, however the demand for larger removalist vehicles is based on how often residents move. A review of census data from 2011 identified that approximately 8.34% of Australian residents move each year. When applied to all five units this equates to approximately one movement every 29 months (assuming all residents in each dwelling move together). Therefore, the demand for large removalist vehicles will be low - if in the rare occasion MRV servicing is required, this can be accommodated along Dutton Street however is likely to only be required once every 29 months. It is important to note that Council has recently approved an extensive list of multiple dwelling development's with MRV servicing on-street e.g. PDA/2024/8, MCU/2023/348, and - provision of MRV servicing on street is consistent with the existing approval (COM/2025/157). For further details in this regard, refer to Section 5.3 of Geleon Traffic and Transport Assessment report 51080-RP01-A.	
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 A designated standing area for a van is provided within the ground floor car park to service the proposed development. For further details in this regard, refer to Section 5.3 of Geleon Traffic and Transport Assessment report 51080-RP01-A .	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Public transport network			
PO5 Development that attracts large numbers of people, integrates the provision of on-site public transport facilities which are connected to: (a) adjoining uses; (b) the existing road network; (c) existing or future public transport facilities; and (d) public areas.	AO5.1 On-site public transport facilities (including stops) are integrated with the following land uses: (a) Air services; (b) Educational establishment (new and existing); (c) Hospital; (d) Major sport, recreation and entertainment facility; (e) Shop (2,000m ² or greater); and (f) Tourist attraction.	Not applicable - the development does not attract a high proportion of people using high frequency public transport.	
	AO5.2 Development provides safe, attractive and convenient pedestrian and cycle pathways connected to: (a) adjoining uses; (b) the existing road network; (c) existing or future public transport facilities; and (d) public areas.	Not applicable - the development does not attract a high proportion of people using high frequency public transport.	
PO6 Development within 400m walking distance of a high frequency public transport stop or rail station provides attractive, safe and convenient linkages to this infrastructure.	AO6 No acceptable outcome provided.	COMPLIES WITH AO6 Refer to the plans of 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
Active transport network			
PO7 Off-street bicycle parking and off-street end-of-trip facilities are provided to encourage active transport and are: (a) designed to meet the needs and volumes of pedestrians and cyclists; and (b) located in safe, convenient and highly accessible areas. Note: This PO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings)	AO7.1 Development provides off-street bicycle parking and off-street end-of-trip facilities in accordance with Table 9.4.13-10: Bicycle parking rates and Table 9.4.13-11: End-of-trip facilities for active travel users .	COMPLIES WITH AO7.1 The total bicycle parking requirement for the development is six spaces including five Class 2 spaces and one Class 3 space. The development provides a total of six bicycle parking spaces comprising five resident spaces (Class 2) and one visitor space (Class 3). For further details in this regard, refer to Section 4 of Geleon Traffic and Transport Assessment report 51080-RP01-A .	
	AO7.2 Location of off-street, end-of-trip facilities are: (a) within 50m to off-street bicycle parking; and (b) clearly signed off-street bicycle parking areas.	Not applicable - end-of-trip facilities are not required for a multiple dwelling land use.	
	AO7.3 Signage indicating location of off-street bicycle parking is: (a) clearly identifiable within the site; (b) at ground level, external to buildings; and (c) in accordance with <i>AS2890.3: Parking facilities Part 3: Bicycle parking</i> .	COMPLIES WITH AO7.3 Bicycle parking will be appropriately signed in accordance with relevant council requirements.	

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
	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 <i>AS2890.3: Parking facilities Part 3: Bicycle parking</i> .	COMPLIES WITH AO7.4 Refer to plans of development and Section 4 of Geleon Traffic and Transport Assessment report 51080-RP01-A .	
PO8 Development provides pedestrian and cyclist pathways to all street frontages and set down areas, and: (a) allows for safe movement; (b) is convenient and direct; (c) is clearly identifiable; and (d) is clear of potential vehicle movements.	AO8.1 Development provides a pathway from the primary street frontage and car parking set-down areas, to connect to the main entry of the building. OR For development with 21 dwellings or more, a pathway is provided for each road frontage and car parking set-down area(s) to the main entry of the building.	COMPLIES WITH AO8.1 Refer to the plans of development.	
	AO8.2 Pathways are to be designed and constructed in accordance with <i>AS 1428.1: Design for access and mobility</i>	COMPLIES WITH AO8.2 Pathways will be designed and constructed in accordance with <i>AS1428.1</i> .	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	<i>Part 1: General requirements for access – New building work.</i>		
	AO8.3 Pathways are separated from vehicle movements.	COMPLIES WITH AO8.3 Refer to plans of development	
PO9 Public pathways are provided: (a) within the road reserve, adjacent to, and for the full length of, the sites road frontage; and (b) in accordance with SC6.12 City Plan policy – Land development guidelines . Note: This PO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings).	AO9 No acceptable outcome provided.	COMPLIES WITH PO9 Dutton Street is the only public road that fronts the development. Existing pathways are provided along the Dutton Street road frontage. No changes to active transport facilities are proposed by the development.	
PO10 Development contributes to the safe and efficient provision and operation of the bicycle and pedestrian network.	AO10.1 Pathways and on-road cycle lanes are designed and constructed in accordance with SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards .	Not applicable – public pathways and cycle lanes are not proposed along the road reserve.	
	AO10.2 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.	COMPLIES WITH AO10.2 Refer to the plans of the development.	

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
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.	Not applicable – no new roads or upgrades are proposed.	
PO12 Corner lots include truncations at each roadway intersection to ensure the intersection and sight lines are safe and functional.	AO12.1 Corner lots are truncated at each roadway intersection by: (a) three equal chords of a 6m radius for non-industrial lots and are dedicated to Council as public road; or (b) three equal chords of a 8m radius for industrial lots and are dedicated to Council as public road.	Not applicable.	
	AO12.2 At roundabouts and intersections, corner truncations are wider to maintain verge widths and sight line requirements.	Not applicable.	

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
PO13 New intersections: (a) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network; (b) have verge areas that provide sufficient area for safe pedestrian and cycling movement; and (c) have sufficient area to provide essential services and infrastructure, including traffic management.	AO13 New intersections are designed and constructed in accordance with <i>Austroads</i> and SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards.	Not applicable.	
Ingress and egress			
PO14 All vehicles enter and exit the site in a forward gear (restricted manoeuvring is allowed for service vehicles identified in Table 9.4.13-8: Service vehicle requirements). Note: This PO does not apply to the following uses: • Dwelling house; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings). Editor's note – Access to State controlled roads may require additional approvals in accordance with the <i>Transport Infrastructure Act 1994</i>	AO14 No acceptable outcome provided.	COMPLIES WITH PO14 A designated standing area for a van is provided within the ground floor level car park to service the proposed development. Refer to plans of development and Section 5.3 of Geleon Traffic and Transport Assessment Report 51080-RP01-A .	
PO15 Where identified on the functional road hierarchy (as shown on the zone maps in Schedule 2) and a lot has two or more	AO15 No acceptable outcome provided.	Not applicable.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
road frontages, vehicle access is provided from the road with the least on-road traffic.			
Integrated transport and land use			
PO16 Development: (a) does not compromise the function and capacity of the existing and planned road network; and (b) appropriately mitigates impacts on the safety and operation of the existing and planned road network. Note: A Traffic Impact Assessment is Council's preferred method of addressing the above Performance outcome particularly in the following instances: (a) when the development is identified as "any other use not listed in this table" or "any other undefined use" in Part 5 – Tables of assessment; (b) freight dependent development; or (c) site access is to a road identified on the Functional road hierarchy (indicated on the 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	AO16 No acceptable outcome is provided.	COMPLIES WITH PO16 Refer to Section 3 of Geleon Traffic and Transport Assessment Report 51080-RP01-A which presents the findings of an impact assessment on the external road network.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(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.	COMPLIES WITH PO18 The development is not located in the Coomera Town Centre area.	
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 WITH AO18.1 Refer to Section 4.2 of Geleon Traffic and Transport Assessment Report 51080-RP01-A .	
	AO18.2 Circulation aisles are not disconnected by car parking modules or service areas.	COMPLIES WITH AO18.2 Refer to Section 4.2 of Geleon Traffic and Transport Assessment Report 51080-RP01-A .	
	AO18.3 All access driveways are linked by circulation aisles and free from parking manoeuvres.	COMPLIES WITH AO18.3 Refer to Section 4.2 of Geleon Traffic and Transport Assessment Report 51080-RP01-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
	AO18.4 All vehicles can circulate throughout the site in a forward gear without performing reverse manoeuvres.	COMPLIES WITH AO18.3 Refer to Section 4.2 of Geleon Traffic and Transport Assessment Report 51080-RP01-A .	
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; (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).	AO19.1 Off street car parking provided in accordance with AS 2890.1: <i>Parking facilities – Part 1: Off-street car parking</i> , AS 2890.2: <i>Parking facilities – Part 2: Off-street commercial vehicle facilities</i> , AS/NZS 2890.6: <i>Parking facilities Part 6: Off-street parking for people with disabilities</i> and AS 1428.1: <i>Design for access and mobility Part 1: General requirements for access – New building work</i> .	COMPLIES WITH AO19.1 Refer to Section 4.2 of Geleon Traffic and Transport Assessment Report 51080-RP01-A .	
	AO19.2 Development does not provide pavement humps or raised platforms in queuing areas.	COMPLIES WITH AO19.2 Refer to the plans of development.	
	AO19.3 Development is designed so that vehicles do not reverse across marked pedestrian crossings.	COMPLIES WITH AO19.3 All vehicles can manoeuvre throughout the development site without being required to reverse across pedestrian crossings. Refer to the plans of development.	
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:	Not applicable.	

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) 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.		
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.	COMPLIES WITH PO21 The development will be staged accordingly.	

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

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

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

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

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

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

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

Land use	Minimum number of off-street car parking spaces	
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
	Display dwelling	0
Service industry	Service industry	5 per 100m ² of TUA
	Laundromat	5 per 100m ² of TUA
Service station	2, plus 5 per 100m ² of TUA	
Shop	5 per 100m ² of TUA	
Short-term accommodation	Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
	Other	1 per room plus 1 per managers residence
Showroom	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²	

Land use	Minimum number of off-street car parking spaces	
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 100m ² of TUA	
Warehouse	Warehouse	2 per tenancy or lot plus 1 per 50m ² of TUA up to and including 500m ² , and 1 per 100m ² of TUA over 500m ²
	Self storage sheds 0 – 3,000m ² GLA	(a) 3 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 2 parking spaces are to be provided behind a secured gate and at the entry to the building
	Self storage sheds 3,001m ² - 6,000m ² GLA	(a) 4 plus 1 for trailer (b) This rate includes staff parking requirements (c) All spaces are located beside or adjacent to the office administration building (d) Where storage units are proposed to be located in a multi-storey building and access to the units is via stairs or lifts, an additional 5 parking spaces are to be provided behind a secured gate
	Self storage sheds 6,001m ² - 9,500m ² GLA	(a) 5 plus 1 for trailer (b) This rate includes staff parking requirements

Land use	Minimum number of off-street car parking spaces	
		(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 100m ² of TUA in excess of 3,000m ²	
Winery	To be determined upon submission of a Car Parking Assessment to Council	
Any other land use or land use operation	To be determined upon submission of a Car Parking Assessment to Council	

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

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

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

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

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

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Centre zone	Where the property boundary of a development directly adjoins a Light rail station platform	Non-residential	0
Centre zone	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
		Residential –Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 100m ² of TUA
Centre zone	Within 800m walking distance	Residential – permanent/long-term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 75m ² of TUA
High density residential zone	Within mapped boundaries of the Transport hub area	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwelling for visitors
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
High density residential zone	Within 400m walking distance	Non-residential	1 per 100m ² of TUA
High density residential zone	Within 800m walking distance	Non-residential	1 per 75m ² of TUA

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

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

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

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

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

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

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

Centre zone	Land Use	Minimum number of off-street car parking spaces
Bond University campus	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
	Residential – serviced and short-term accommodation where on Lot 10 on SP148599	1 per 4 units, plus 1 for a manager residence
Varsity Station Village	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	1 per 100m ² of TUA
Biggera Waters (Harbour Town)	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
Major centre		
Nerang	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
Coolangatta	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
Helensvale	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	1 per 100m ² of TUA
District centres		
Burleigh	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
Oxenford	All	Refer to Table 9.4.13-3: Car parking rates – all zones except Centre zone or Special purpose zone – Special development area precinct – Southport Priority Development Area
Ormeau	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	5 per 100m ²

Centre zone	Land Use	Minimum number of off-street car parking spaces
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
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

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

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

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

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

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

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

Precinct	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Precinct 1	Where the property boundary of a development directly adjoins a Light rail station platform	Residential – permanent/long term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.

Precinct	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	0
	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 100m ² of TUA
	Outside 400m walking distance and within the boundaries of the precinct	Residential – permanent/long term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings
		Residential – Short-term accommodation if Backpackers accommodation	1 per 8 beds plus 1 for a shuttle bus
		Non-residential	1 per 75m ² TUA
Precinct 2	Within the boundaries of the precinct	Residential – permanent/long-term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – Short-term accommodation (not including Backpackers accommodation) and Rooming accommodation	1 per 4 units or dwellings

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

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

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

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

Table 9.4.13-7: Travel demand measures

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

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

Table 9.4.13-8: Service vehicle requirements

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

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

Table 9.4.13-9: Minimum class of service vehicle

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

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

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

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

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

Table 9.4.13-10: Bicycle Parking Rates

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

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

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 150m ² TUA	N/A	No
Multiple dwelling	1 per dwelling	1 per 12 dwellings, to a maximum of 20 spaces	No
Office	1 per 100m ² where within 800m walking distance to light rail station, otherwise 1 per 200m ² TUA	1 per 500m ² 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 100m ² TUA	1 per 50m ² TUA	No
Service station	1 per 200m ² TUA	2 per Service station	No
Shop	1 per 100m ² TUA	1 per 50m ² TUA	No
Short-term accommodation	1 per 40 dwellings	1 per 20 dwellings	No
Showroom	1 per 800m ² TUA	1 per 200m ² TUA	No
Warehouse	1 per 800m ² TUA	1 per 200m ² TUA	No
Waterfront industry	1 per 150m ² TUA	N/A	No

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

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

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

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

Appendix G. Existing Decision Notice and Approved Plans



Our reference: COM/2025/157
Your reference 2024-12-722

Decision notice— approval (with conditions)
(Given under section 63(2) of the *Planning Act 2016*)

Date of decision notice: 18 November 2025

Applicant details

Applicant name: Southern Cross Property Holdings Pty Ltd
Applicant contact details: Southern Cross Property Holdings Pty Ltd
C/- Enhance Urban Planning
PO BOX 7143
SOUTHPORT PARK QLD 4215

Application details

Application number: COM/2025/157
Approval sought: Development permit for a Material change of use (Impact assessment) and Operational works (Code assessment)
Details of proposed development: Multiple dwellings (7 units) and Vegetation clearing

Location details

Street address: 60 Dutton Street, COOLANGATTA QLD 4225
Real property description: Lot 2 RP86756

Decision

Date of decision 11 November 2025
Decision details: Under Delegated Authority, the Manager Planning Assessment of the City Development Branch of Council has resolved to Approve the development application in full with conditions

Referral agency(s) for the application

Not applicable – no part of the application required referral.

Details of the approval

Development approval Combined Development permit for a Material change of use and Operational works

Conditions

The conditions that have been imposed by Council, as Assessment manager, are enclosed.

Further development permits

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

- Operational works – landscape works (private works)
- Permit for plumbing and drainage works

- Operational works – infrastructure
- Connections / disconnections: Application to work on the City's infrastructure
- Temporary road closure and works zone permit application

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

Properly made submissions

Properly made submissions were received. A list identifying the details of each principal submitter is attached.

Currency period for the approval (section 85 of the *Planning Act 2016*)

In accordance with section 85 of the *Planning Act 2016*, the Material change of use component of this approval has a currency period of six years.

In accordance with Section 85 of the *Planning Act 2016*, the Operational works component of this approval has a currency period of two years.

Approved plans and drawings

Approved plans and drawings are attached and are identified in the conditions imposed by Council as the Assessment manager.

Appeal rights

Applicant	You have appeal rights in relation to this decision. An appeal may be made against, as applicable: • the refusal of part of the development application; or • a provision of the development approval; or • if a development permit was applied for, the decision to give a preliminary approval. An appeal must be started within 20 business days after this notice is given to you. An appeal may be made to the Planning and Environment Court or, for certain matters which are identified in section 1(2) of Schedule 1 of the <i>Planning Act 2016</i>, to a development tribunal. An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court or a development tribunal, as applicable. The notice of appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee. An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 10 business days after the appeal is started, to the persons identified in section 230(3) of the <i>Planning Act 2016</i>. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal. An extract of Chapter 6, Part 1 and Schedule 1 of the <i>Planning Act 2016</i> is attached to this notice, which sets out further information about the appeal rights.
Submitter (properly made)	You have appeal rights in relation to this decision. An appeal may be made against, as applicable: • the decision to give a development approval; or • the decision to give an approval for a change application; or • a provision of a development approval; or

	• a failure to include a provision in the development approval. An appeal may be made to the extent that the decision or matter relates to, as applicable: • any part of the development application or change application that required impact assessment; or • a variation request. An appeal must be started within 20 business days after this notice is given to you. An appeal may be made to the Planning and Environment Court. An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court. The notice of appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee. An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 2 business days after the appeal is started, to the persons identified in section 230(3) of the <i>Planning Act 2016</i>. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal. An extract of Chapter 6, Part 1 and Schedule 1 of the <i>Planning Act 2016</i> is attached to this notice, which sets out further information about the appeal rights.
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For further information please contact Luke Caldwell, Planner on p: 07 5582 9357 or via email mail@goldcoast.qld.gov.au who will be pleased to assist.

AUTHORISED BY



Adam Brown
Coordinator Planning South
For the Chief Executive Officer
 Council of the City of Gold Coast

Enc:
 Conditions imposed by Council as Assessment manager
 Statement of reasons (given under section 63(4) of *Planning Act 2016*)

Attach:
 Stamped approved plans and drawings
 Infrastructure charges notice for the approved development
 List of principal submitters for properly made submissions
 Appeal rights extracts

Part A: Material change of use component – Multiple dwellings																																																																																									
Development Conditions imposed by Council as Assessment Manager																																																																																									
General																																																																																									
1	Timing a All conditions of this development approval must be complied with at no cost to Council at all times unless otherwise stated in another condition. b Where the timing in a condition is prior to commencement of the use and a Building Format Plan is lodged for approval, the timing in the condition changes from being prior to commencement of the use to being prior to the earlier of the commencement of the use and approval of the plan of subdivision. This timing requirement prevails despite any inconsistency with the timing requirement in another condition.																																																																																								
2	Approved drawings Undertake and maintain the development generally in accordance with the following drawings: <table border="1"> <thead> <tr> <th>Drawing Title</th><th>Author</th><th>Date</th><th>Drawing No.</th><th>Ver</th></tr> </thead> <tbody> <tr><td>Site Plan</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA10.01.1</td><td>-</td></tr> <tr><td>Level 2 Site Plan</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA10.01.2</td><td>-</td></tr> <tr><td>Levels 3 Site Plan</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA10.01.3</td><td>-</td></tr> <tr><td>Levels 4 – 6 Site Plan</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA10.01.4</td><td>-</td></tr> <tr><td>Levels 7 Site Plan</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA10.01.5</td><td>-</td></tr> <tr><td>Levels 8 Site Plan</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA10.01.6</td><td>-</td></tr> <tr><td>Roof – Site Plan</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA10.01.7</td><td>-</td></tr> <tr><td>West Elevation</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA20.01</td><td>-</td></tr> <tr><td>North Elevation</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA20.02</td><td>-</td></tr> <tr><td>East Elevation</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA20.03</td><td>-</td></tr> <tr><td>South Elevation</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA20.04</td><td>-</td></tr> <tr><td>Colour Palette</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA20.06</td><td>-</td></tr> <tr><td>Colour Palette</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA20.07</td><td>-</td></tr> <tr><td>Colour Palette</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA20.08</td><td>-</td></tr> <tr><td>Section A</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA30.01</td><td>-</td></tr> <tr><td>Section B</td><td>Lightwave Architecture</td><td>02/10/2025</td><td>DA30.02</td><td>-</td></tr> </tbody> </table> The conditions of this approval are to be read in conjunction with the attached stamped approved drawings. Where a conflict occurs between the conditions of this approval and the stamped approved drawings, the conditions of this approval shall take precedence.				Drawing Title	Author	Date	Drawing No.	Ver	Site Plan	Lightwave Architecture	02/10/2025	DA10.01.1	-	Level 2 Site Plan	Lightwave Architecture	02/10/2025	DA10.01.2	-	Levels 3 Site Plan	Lightwave Architecture	02/10/2025	DA10.01.3	-	Levels 4 – 6 Site Plan	Lightwave Architecture	02/10/2025	DA10.01.4	-	Levels 7 Site Plan	Lightwave Architecture	02/10/2025	DA10.01.5	-	Levels 8 Site Plan	Lightwave Architecture	02/10/2025	DA10.01.6	-	Roof – Site Plan	Lightwave Architecture	02/10/2025	DA10.01.7	-	West Elevation	Lightwave Architecture	02/10/2025	DA20.01	-	North Elevation	Lightwave Architecture	02/10/2025	DA20.02	-	East Elevation	Lightwave Architecture	02/10/2025	DA20.03	-	South Elevation	Lightwave Architecture	02/10/2025	DA20.04	-	Colour Palette	Lightwave Architecture	02/10/2025	DA20.06	-	Colour Palette	Lightwave Architecture	02/10/2025	DA20.07	-	Colour Palette	Lightwave Architecture	02/10/2025	DA20.08	-	Section A	Lightwave Architecture	02/10/2025	DA30.01	-	Section B	Lightwave Architecture	02/10/2025	DA30.02	-
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	Stormwater Management Plan, 60 Dutton Street, Coolangatta	Michael Bale and Associates	4 August 2025	R001-G24095	03										
	Acoustic Report – Proposed Residential development 60 Dutton Street Coolangatta	Acoustic Works	21 May 2025	2025002 R01B	R01B										
	and ensure that: i. All roof and surface water are directed to the water quality device through gravity or pumping excluding the bypass catchment as per the approved stormwater management plan.														
4	Studies and / or multi-purpose rooms Studies and/or multi-purpose rooms must not be converted into bedrooms at any time.														
Property															
5	Requirement to register Council easement/s Register an easement in gross for stormwater drainage in favour of Council at the location marked on the drawings listed below: <table><tr><th>Drawing Title</th><th>Author</th><th>Date</th><th>Drawing No.</th><th>Ver</th></tr><tr><td>Services Layout Plan</td><td>Michael Bale and Associates</td><td>4 August 2025</td><td>G24095-DA03</td><td>02</td></tr></table> a The terms of the easement must include: i The form 9 must state the purpose as “drainage” ii The responsibilities of the Grantee for ongoing maintenance. iii Standard terms document 707918364 must be referenced on Form 9 – easement document. iv Easement plans and associated documents (i.e. Form 9 – easement document) must be fully completed and signed by the owner of the burdened land and benefitting land and submitted with the plan when the plan is submitted to Council for endorsement. b Registration of the easement must occur prior to commencement of the use. c Ensure infrastructure is positioned within the easement at least 1 meter way from the outer edge of the easement. d This condition attaches to the land the subject of the development approval and binds the owner(s) of the land and the owners’ successors in title (even after the time when the easement is required to be registered). Therefore, if this condition is not complied with at the time required by this condition, the owner(s) of the land and the owners’ successors in title continue to be obligated to register the easement in accordance with this condition and must do so within 40 business days of becoming aware on the non-compliance with this condition.					Drawing Title	Author	Date	Drawing No.	Ver	Services Layout Plan	Michael Bale and Associates	4 August 2025	G24095-DA03	02
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6	Private infrastructure Installation, ownership, operation and maintenance of all private infrastructure within the subject premises is to vest at all times with the legal authority ensuring it is functional for its intended purpose.														
7	Requirement to register easements –Sewer and Water Supply a Register the following easements in favour of Council for the purpose stated below in accordance with the WSAA Gravity Sewerage Code of Australia – SEQ Edition.														

	- b "Sewerage" easement minimum 3m wide over all existing gravity sewerage infrastructure within the development site - c "Sewerage" easement minimum 1m wide from the front property boundary to connect to the sewerage easement noted above. This easement is to facilitate access to the infrastructure - d Register the easement(s) as indicated on Services Layout Plan, #G24095-DA03, Revision 02 dated 04.08.2025 prepared by Michael Bale and Associates. - e The terms of the easement must include: - i Standard terms document 707918364 must be referenced on Form 9 – easement document - ii Easement plans and associated documents (i.e.: Form 9 – easement document and general consent form 18) must be fully completed and signed by the owner of the burdened land (and any mortgagees, if necessary) and benefitting land before they are submitted to council for endorsement. - f Registration of the easement must occur at the same time as registering the survey plan or prior to commencement of use whichever is the sooner. - g This condition attaches to the land the subject of the development approval and binds the owner(s) of the land and the owners' successors in title (even after the time when the easement is required to be registered). Therefore, if this condition is not complied with at the time required by this condition, the owner(s) of the land and the owners' successors in title continue to be obligated to register the easement in accordance with this condition and must do so within 40 business days of becoming aware of the non-compliance with this condition.
8	Restrictions regarding Council easements and sewer and water supply infrastructure - a No building work, deep rooted tree species, or landscaping with invasive root systems are permitted over or within any Council public utility easement, - b No private infrastructure is permitted over or within any Council public easement. (Note: Private infrastructure may cross easement perpendicularly but not be laid parallel within the easement). - c Ensure all proposed buildings, structures and footings are a minimum distance of 1.2 horizontal metres from Council infrastructure. - d Ensure all proposed buildings, deep landscaping, structures and footings are a minimum 1 metre clear of the property sewer connection. - e Ensure a minimum 2.4 metres unobstructed vertical clearance from the finished surface level above Council sewerage infrastructure including the property inspection opening (IO), with the exception of maintenance structures which must have unobstructed vertical clearance. - f Ensure a minimum 2.4 metres unobstructed vertical clearance from finished surface / slab level above the Council water meter assembly.
Amenity	
9	Screening of visually offensive components Locate and screen the following components of the development so that they are not visible from any road to which the site has frontage, adjoining premises or otherwise on display from any public thoroughfare or vantage point: - a Refuse storage and servicing areas - b Service equipment - c Mechanical ventilation - d Refrigeration units - e Storage areas for machinery, materials, vehicles or the like.

10

Nuisance

Undertake and operate the development in a manner that causes no detrimental effect upon surrounding premises by reason of noise nuisance, lighting nuisance or other such emissions. Specifically:

a

Position and direct all lighting so as not to exceed beyond the boundary or the like. Take care to ensure light spill and reflection are covered where appropriate.

b

Provide and maintain shields to any ceiling lighting within the carpark area within 5 metres of the podium edge to ensure no negative amenity impacts from light spill to the adjoining development or public areas including the park.

Environmental and Landscaping

11

Landscaping works

a

Obtain an operational works approval to landscape the site and the adjoining road verge generally in accordance with the Statement of Landscape Intent listed below, prior to commencement of the use at no cost to Council:

Drawing Title	Author	Date	Drawing No.	Ver
Statement of Landscape Intent 60 Dutton St, Coolangatta	Shepherd Urban Landscape Architecture	2025-07-30	2450 Page 01 to 16	D

and include in particular:

i

Demonstrate that all structures and service infrastructure (including, but not limited, to electrical connections, water/sub meters, stormwater infrastructure, gas infrastructure, fire boosters, mailboxes) are located to ensure the successful health and mature morphology of the required species.

ii

Unless otherwise specified within these conditions, tree species must be a minimum bag size of 100L at the time of planting and must be positioned 3m away from any structure or building lines.

iii

The deep soil area within the frontage adjacent the booster cabinet must include one evergreen canopy tree with a minimum bag size of 200L at the time of planting.

iv

Install two (2) small canopy trees along the rear garden beds.

v

Palm species must be a minimum 3 metres in height at the time of planting.

vi

Shrub species must be a minimum 200mm pot size at the time of planting.

vii

Screening shrubs must be able to achieve a minimum height of 3 metres at maturity and must be a minimum 300mm pot size at the time of planting.

viii

A row of screening shrubs must be provided along the side and rear boundaries in the nominated garden areas,

ix

Cascading species must be trained down the face of the wall/structure they are intended to grow down and have a minimum fall of 500mm at the time of planting.

x

Climbing species must be trained to the trellis and be a minimum 500mm in height at the time of planting.

xi

Tree species planted with root zones adjacent to structures must have root control barriers and/or structure strengthening systems installed. Full demonstration of these systems is required.

xii

Pandanus species must be ex-ground, a minimum 3 metres in height and multi headed at the time of planting.

xiii

An automatic irrigation system must be provided to all planter boxes.

xiv

Include a maintenance management plan relating to the planter box/ trellis / climbing plant / green roof / green wall systems. The maintenance management plan must:

•

Provide detailed information on how these vegetative systems will be safely accessed for maintenance.

•

Stipulate a maintenance schedule for these systems.

	• Provide details on the minimum standards to which these systems must be maintained. • Describe actions to be taken if the system does not function as intended. xv Include frontage fencing as shown on the approved stamped drawings, the subject of this application. xvi All road reserve turf must be repaired and replaced if damaged. xvii Install street trees within the public road reserve fronting the subject site on Dutton Street generally in accordance with standard drawing 05-102 and 05-103 within SC6.12.10 City Plan Policy – Land development guidelines. b Construct and maintain the private landscaping identified above at no cost to Council at all times.
12	Maintenance of planter boxes<i>(specific condition)</i> Ensure the Community Management Statement states ongoing maintenance of all landscaping and planter boxes will be undertaken by the Body Corporate or a private contractor on behalf of the Body Corporate at all times at no cost to Council.
Transport	
13	Off street vehicle and car parking facilities a Design and construct off street vehicle facilities at no cost to Council prior to the commencement of the use, generally in accordance with the Transport code of the City Plan and include in particular: - i The off-street vehicle and car parking facilities (including all access driveways, circulation roadways, parking aisles, parking spaces and service areas) must be in accordance with the approved drawings. - ii Residential visitor spaces must be freely accessible. - iii All spaces are drained and sealed. Visitor parking spaces must be clearly delineated and may be constructed of permeable paving. - iv Clearly identified signage and directional markings including: – Signage and line marking indicating ‘visitor parking’ for visitor spaces. b Undertake and maintain the off street vehicle and parking facilities at no cost to Council at all times. c The off-street parking facilities must only be used for vehicle parking.
14	Off street bicycle parking and end of trip facilities a Design and construct off street bicycle parking and end of trip facilities at no cost to Council generally in accordance with the Transport code of the City Plan and include in particular: - i The off-street bicycle parking facilities must be in accordance with the approved drawings. - ii Signs and line marking to give direction to visitor bicycle parking to be visible to cyclists upon entering the site in accordance with AS2890.3. Signage and line marking is to be provided along the route and where bicycle parking is provided. b Undertake and maintain all works prior to commencement of the use at no cost to Council at all times.
15	Off street mechanical car stackers Design, construct, implement and maintain mechanical car stacker systems at no cost to Council prior to commencement of the use, generally in accordance with the Transport code of the City Plan and include in particular: - i Car stacker systems are to be installed in the location/s generally shown on the approved drawings. - ii Car stacker systems must be an independent type, so a vehicle can ingress and

	egress independently to any other vehicle. - iii Each car stacker must provide one (1) space suitable for a B99 vehicle and one (1) space suitable for a B85 or larger vehicle, designed in accordance with AS2890.1:2004.” - iv Car stacker systems must only be accessible and made available for use to residents. - v Information must be displayed in a prominent location adjacent to the car stackers detailing the operation and maintenance procedures. - vi Users must be inducted on how to safely operate the car stackers. - vii The clearance height within the stacker system must be displayed at the entrance to the stacker system.
Engineering	
16	Rectification of Council's infrastructure - a Rectify any damage caused to Council infrastructure (including kerb, channelling, service pits, footpaths and water and sewer reticulation networks) prior to commencement of the use at no cost to Council. - b Construct and maintain the rectified Council infrastructure at no cost to Council prior to commencement of the use.
17	Electrical reticulation Enter into a contractual agreement to design, construct and connect an electrical reticulation system at no cost to Council and include in particular: - i Provide electricity to the subject building/s. - ii No additional poles and pole-mounted transformers are to be erected within public roads. - iii Meet the requirements of the electricity supplier (e.g. Energex).
18	Telecommunications network Enter into a contractual agreement to design, construct and connect a telecommunications services network at no cost to Council and include in particular: - i Provide underground telecommunications to the subject building/s, lead-in conduits and equipment space/s in a suitable location within the building/s, to suit the carrier of choice. - ii All new pit and pipe infrastructure required to be installed along public road(s), must be suitably sized to cater for future installation of fibre optic cables. - iii Meet the telecommunications industry standards (e.g. Telstra/NBN Co standards).
19	Rectification of Council's infrastructure - a Rectify any damage caused to Council infrastructure (including kerb, channelling, service pits, footpaths and water and sewer reticulation networks) prior to commencement of the use at no cost to Council. - b Construct and maintain the rectified Council infrastructure at no cost to Council prior to commencement of the use.
20	Existing infrastructure, structures and services - a Remove / relocate existing infrastructure, structures and services listed below prior to commencement of the use at no cost to Council: - i Remove redundant vehicle crossing/s. - ii Remove any redundant stormwater kerb adaptors and disused service pits from the kerb and channel (including any associated pipework across the footpath). - iii Remove/seal/cap any redundant sewer property service.
21	Vehicle crossing Obtain an operational works or licence approval as necessary for the design and construction of the vehicle crossing, prior to commencement of the use at no cost to Council and ensure

	the vehicle crossing is: - i Constructed and positioned to enable the maintenance of a public road and road verge, and not cause any obstruction to pedestrians or vehicle traffic. - ii Designed generally in accordance with <i>Institute of Public Works Engineering Australasia (IPWEA) standard drawing RSD-100 and RSD-101.</i>) - iii Designed not cause damage to vehicles or road infrastructure. - iv Providing effective access between the road and the property. - v Providing hydraulic capacity to allow stormwater to flow towards the closest stormwater infrastructure.
22	Construction of vehicle crossing Design and construct the vehicle crossing generally in accordance with the Driveways and vehicle crossing code of the City Plan.
23	Existing structures and services - a Prior to commencement of works, identify all structures and services (i.e. electrical pillars, water metres/hydrants, telecommunication infrastructure) within pedestrian infrastructure areas (i.e. footpaths, outdoor dining, bike racks) that impede pedestrian accessibility, and where required, obtain the necessary approvals from the relevant public utility authority to have these structures and services removed/relocated at no cost to Council. - b Ensure removal/relocation of these structures and services occurs prior to commencement of the use at no cost to Council.
24	Footpaths - a Obtain an operational works approval for the design and construction of all footpaths marked on the drawings listed below, prior to commencement of the use at no cost to Council and include in particular: - i A new 1.5 metre wide path along the full frontage of the site to Dutton Street. - b Construct and maintain the footpaths identified above at no cost to Council until the asset is accepted "off maintenance" in accordance with the procedures in City Plan Policy SC6.12 – Land development guidelines, section 2 – Transport network standards, section 7 – Procedures, section 8.5 – As-constructed requirements, section 9 - Specifications and section 10 – Standard drawings
Stormwater Drainage	
25	Stormwater Infrastructure Construction - a Obtain an Operational Works approval for the design, construction of City owned stormwater assets and for the connection of a stormwater drainage system to a lawful point of discharge for the site and connect the development, prior to commencement of the use at no cost to Council; and include in particular: - i Connection must be to an approved City structure and not consist of saddle style connections. - b Construct and maintain the City owned stormwater drainage system at no cost to Council until the asset is accepted "off maintenance" by the City in accordance with the procedures in City Plan Policy SC6.12 – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards, Section 7 – Procedures, Section 8.5 - As-constructed requirements, Section 9 – Specifications and Section 10 – Standard drawings.
26	Overland flow paths and hydraulic alterations - a The development must not cause loss or damage as a result of: - i Increase peak flow rates downstream from the site; - ii Increase flood levels external to the site; and

	iii Increase duration of inundation external to the site.
27	Maintenance of stormwater quantity and proprietary treatment devices (<i>specific condition</i>) Prepare and implement a site-specific stormwater quantity (detention tank) and stormwater quality improvement devices (SQID) maintenance management plan (MMP) in accordance with approved stormwater management plan prior to the commencement of use. The MMP must be prepared by a suitably qualified professional consistent with the maintenance requirements of the proposed devices. The MMP must be included in the Body Corporate by-laws or Community Management Plan, or Site Management Plan. The MMP must address the following: - i The MMP must require the legal entity to maintain a record of all maintenance undertaken on the devices and make available to Council upon request. - ii The MMP must include an estimate of all ongoing associated lifecycle costs related to the device (e.g. cleaning, inspection, maintenance, replacement, access, certifications, reporting, health and safety plans, training, etc.).
Sewer and Water Works	
28	Sewer connection Design, construct and connect the proposal to Council's sewer network at the existing 225mm main at the rear of 60 Dutton Street, prior to commencement of the use at no cost to Council and include in particular: - i Be in accordance with the WSAA Gravity Sewerage Code of Australia – SEQ Service Providers Edition and the Water and Sewerage Connections Policy. - ii The development is permitted with a single sewer connection to Council's sewerage network. - iii The size of the sewer property service connection must be 150mm in accordance with Section 5.5.4 of the WSAA Gravity Sewerage Code of Australia – SEQ Service Providers Edition. - iv Where an inspection opening (IO) is to be located in a hardstand area, the inspection opening shall be brought to surface and provided with a trafficable screwtrap lid. - v Ensure all proposed buildings, deep landscaping, structures and footings are a minimum 1 metre clear of the property sewer connection. - vi Remove / seal / cap redundant sewer property services. <i>Notes:</i> - i An "Application Work on the City's infrastructure" form is required for the above works. - ii Construct and maintain the sewer reticulation system at no cost to Council until the asset is accepted "off maintenance" by the City in accordance with the procedures in City Plan Policy SC6.12 - Land development guidelines, Section 6 – Water supply and sewerage reticulation standards, Section 7 – Procedures, Section 8.5 – As-constructed requirements, Section 9 - Specifications and Section 10 – Standard drawings.
29	Water connection Design, construct and connect to Council's water network at the existing 100mm main in Dutton Street, prior to commencement of the use at no cost to Council and include in particular: - i The proposed development is permitted to connect to Council's water network through a singular connection as outlined below: - A This connection will supply a single master meter for potable water; and - B If required, a single fire meter.

	- ii Be in accordance with the Water Supply Code of Australia – SEQ Service Providers Edition, and the Water and Sewerage Connections Policy. - iii Conduits are required to be installed to service the proposed development via trenchless technology (open cutting of the road is not permitted) to connect to Councils potable water supply network. - iv Water meters must be in accordance with the Metering Technical Specifications and Council's standard water meter drawings - v The water meter assembly is to be screened from public view. All screening to be outside of the water meter assembly area and door/s provided to ensure access to the assembly. - vi Remove redundant water meters / connections. Notes: - i <i>Refer to the 'Fire Loading' condition of this development permit.</i> - ii <i>An "Application Work on the City's infrastructure" form is required for the above works.</i> - iii <i>Water connections should always cross over (above) other assets within Council's road reserve, including electrical infrastructure, in accordance with the Water Supply Code of Australia – SEQ Service Providers Edition, section 5.12.5.2 Clearance Requirements (Notes). This may require the applicant to liaise directly with other service providers / asset owners for modifications if and where required, in order to comply with this requirement.</i> - iv <i>Any works that result in the undermining of an existing Asbestos Cement or Vitrified Clay water main, will require the vulnerable section of exposed watermain to be replaced in accordance with Section 5.2.3 of the City's Guidelines for Working Near Water and Sewerage Infrastructure.</i>
30	Sub-metering Provide individual sub-metering for each lot / unit including common property generally in accordance with the Metering Technical Specifications and the Water and Sewerage Connections Policy.
31	Fire loading Ensure the fire loading does not exceed 15 L/s for 4 Hrs Explanatory Notes: i. <i>Compliance with this condition required certification from a suitably qualified building certifier that fire loading does not exceed the fire loading above, prior to the commencement of the use, at no cost to Council. Refer to 'Certification of works' condition contained within this decision notice.</i> ii. <i>This condition is included to ensure any on-lot fire-fighting protection provisions required for the development are designed in a manner which does not rely on more water being drawn from Council's water supply network than is available as stated above.</i> iii. <i>The development must ensure any private reticulation designs (i.e.: Plumbing and Drainage infrastructure) considers the fire loading above.</i> iv. <i>If the development requires any fire-fighting provisions greater than stated above, they must be catered for on-site via tanks / pumps etc.</i> v. <i>If the development does not require additional fire-fighting provisions (i.e.: sprinklers, hose reels etc.) beyond access to street hydrants, then the development is compliant with this condition.</i>
Solid Waste Management	
32	Bin type, storage capacity and storage points Provide the following equipment to service the development prior to commencement of the

	use at no cost to Council: • Common Bins: 3x360L general waste wheelie bins and 2x360L recycling wheelie bins to service the ultimate development
33	Storage point – Wheelie bins Design the bin storage point prior to use commencing and in accordance with City Plan policy SC.16 – Solid waste management at no cost to Council: - Grassed area for washing of bins (near the bin storage point) - No steps or lips on bin-carting route (between the storage point and collection point)
Construction Management	
34	Construction management plan - Prepare and submit for approval a Construction management plan prior to any works commencing. - The Construction management plan must be prepared by a suitably qualified professional and include in particular: - Provide details of any gantries or overhead protective awnings proposed over the road or footpath. - Specify the type and height of perimeter security fencing and lockable gates to be used by vehicular or and pedestrian traffic. - Provide details for the parking of site workers vehicles. - Provide details on the location of street lights, fire hydrants, sewer and stormwater pipes and manholes and footpaths around/across the perimeter of the site. Include details of any proposed service protection measures to be installed during works. - Location and size of work zones for the loading and unloading of materials and deliveries and any construction zones or occupied space on the external verge or pavement within the road reserve. - Location and details of public information signs with contact name/s and phone numbers. - Provide details of proposed sediment and erosion control measures including any rubble grids or shakers. - Provide specific details for the storage of any hazardous or dangerous material on site and the particulars and location of any required signage as applicable. - Provide details of how the general public and the surrounding residents will be informed of changes in traffic flows during construction, (newspaper, leaflet, community liaison meeting, etc.). - Provide details of any proposed staging of works and the timing of deliveries inclusive of concrete pours. - Provide details of any proposed temporary vehicle crossing points. - Location of buildings and structures on adjacent properties. - Provide details of how pedestrian movement around the site will be managed during and outside work hours. - Provide details of traffic controllers required to coordinate traffic flow around surrounding roads and any specific controls for concrete pours or mobile crane lifting movements during building and construction works. - Provide hours of construction. - Details on the presentation of hoarding to the street. - Provide details for tree management. - Demonstrate how the general public will be protected from construction activities. - Provide details on how the building site will be kept clean and tidy to maintain public safety and amenity including collection, storage and disposal of all waste materials.

	- xx Address the provision of vehicle barrier(s) along the frontages of the land to ensure vehicles use approved crossovers - xxi Address nuisance from dust, noise, vibration, smoke and material tracked onto public roads as a result of hauling and filling operations and how complaints will be addressed. - xxii Identify measures and work practices to ensure non-recyclable debris transported from the site is disposed of at an approved waste facility. - xxiii Identify measures and work procedures to ensure gravel access areas to the site, transport dust covers and shake (hose) down areas are in place to control both on-site dust nuisance and contamination of external properties, roadways and receiving waterways. - c Implement the Construction management plan during all construction works at no cost to Council. - d Signage is to be attached to the front hoarding/fence adjacent to the street, providing contact names and details for who to contact if there are concerns from neighbouring property owners, relating to construction activities. A copy of the approved Construction Management Plan must be provided to immediate adjoining properties prior to the commencement of construction.
35	Noise management plan - a Prepare and submit for approval a Noise management plan addressing construction activities prior to any works commencing. - b The Noise management plan must be prepared by a suitably qualified professional and include in particular. - i Provide details of expected noise sources. - ii Identify the measures and work practices to be implemented to ensure noise from construction activities does not cause an 'environmental nuisance' (within the meaning of the term set out in the Environmental Protection Act 1994) at any sensitive receptor stated in schedule 1 of the Environmental Protection (Noise) Policy 2019. - iii Identify the measures and work procedures to monitor noise emissions. - iv Provide details of complaint response procedures. - v Identify procedures to monitor and review the noise management plan. - c Implement the Noise management plan prior to any works commencing at no cost to Council.
36	Dust management plan - a Prepare and submit for approval a Dust management plan prior to any works commencing. - b The Dust management plan must be prepared by a suitably qualified professional and include in particular. - i Provide details of sources of dust and particulate emissions. - ii Identify the measures and work practices to be implemented ensuring the release of dust and particulate matter from construction activities does not cause an 'environmental nuisance' (within the meaning of that term set out in the Environmental Protection Act 1994) at any sensitive receptor stated in schedule 1 of the Environmental Protection (Noise) Policy 2019. - iii Identify the procedures to be adopted for monitoring and reporting air emissions. - iv Provide details of complaint response procedures that will be adopted. - v Identify the procedures to be adopted for revision and review of the dust management plan. - c Implement the Dust management plan during all construction works at no cost to Council.
37	Erosion and sediment control

	a Undertake works generally in accordance with the Healthy Waters code of the City Plan and include in particular: - i Sediment control structures e.g. sediment fence must be placed at the base of all materials on site to mitigate sediment run-off. - ii A perimeter bund and/or diversion drain must be constructed around the disturbed areas to prevent any outside clean stormwater from mixing with polluted / contaminated stormwater. - iii All polluted / contaminated water from the site, including dewatering discharge, must be treated to achieve the water quality objectives in Table 8.2.1 of the Queensland Water Quality Guidelines (DEHP September 2009) prior to discharging from the site. - iv Inspections for erosion and sediment control measures are to occur in accordance with the compliance procedures in City Plan Policy SC6.12– Land development guidelines, section 4.5.17.1.2 – Compliance including the certification of implemented erosion and sediment controls on site by a suitably qualified professional.															
38	Certification of works - Civil Engineering Provide Council with certificates prepared by qualified expert(s) from the discipline(s) listed below, confirming as follows: <table><tr><th colspan="5">Civil Engineering</th></tr><tr><th>Certified document</th><th>Certification date</th><th>Plan/ Drawing</th><th>Expert discipline</th><th>Requesting Council Section</th></tr><tr><td>Post construction certification</td><td>Prior to commencement of the use</td><td>“Stormwater Management Plan, 60 Dutton Street, Coolangatta, Ref: R001-G24095, Revision 03”, dated 4 August 2025, prepared by Michael Bale and Associates</td><td>Registered Professional Engineer Queensland (RPEQ)</td><td>Hydraulics & Water Quality</td></tr></table> The certification is to confirm: i All stormwater devices (quantity and quality) have been installed on-site in accordance with Council’s approved stormwater management plan and drawings and are functioning as designed.	Civil Engineering					Certified document	Certification date	Plan/ Drawing	Expert discipline	Requesting Council Section	Post construction certification	Prior to commencement of the use	“Stormwater Management Plan, 60 Dutton Street, Coolangatta, Ref: R001-G24095, Revision 03”, dated 4 August 2025, prepared by Michael Bale and Associates	Registered Professional Engineer Queensland (RPEQ)	Hydraulics & Water Quality
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39	Certification of works - Civil Engineering experts from the discipline listed below, confirming as follows: <table><tr><th>Certified document</th><th>Certification date</th><th>Expert discipline</th><th>Requesting Council Section</th></tr><tr><td></td><td></td><td></td><td></td></tr></table>	Certified document	Certification date	Expert discipline	Requesting Council Section											
Certified document	Certification date	Expert discipline	Requesting Council Section													

	Fire loading certification	Prior to a commencement of the use	Registered Professional Engineer of Queensland (RPEQ) or a suitably qualified Licensed Building Certifier	Civil Engineering	
40	Certification of works – Civil Engineering (Solid Waste Management) Provide Council with certificates prepared by qualified expert(s) from the discipline(s) listed below, confirming as follows:				
Civil Engineering					
	Certified document	Certification date	Plan/ Drawing	Expert discipline	Requesting Council Section
	- Waste Management compliance report; - Waste storage room design and construction;	Prior to commencement of the use	Waste Management Plan by GELEON reference 50952-RP02-A dated 21 May 2025	Registered Professional Engineer of Queensland (RPEQ) or a suitably qualified Licensed Building Certifier	Civil Engineering
The certification is to confirm: i The development has been designed and constructed in accordance with the approved Waste Management Plan and complies with City Plan Policy SC6.16 – Solid waste management.					
41	Certification of works - Civil Engineering Provide Council with certificates prepared by qualified experts from the disciplines listed below, confirming as follows:				
Civil Engineering					
	Certified document	Certification date	Plan/ Drawing	Expert discipline	Requesting Council Section
	Certificate for electricity supply	Prior to commencement of the use	-	An authorised supplier (e.g. Energex)	Development Compliance
The certification is to confirm: Electricity supply is available to the proposed dwelling in accordance with the electrical reticulation condition.					
Civil Engineering					
	Certified document	Certification date	Plan/ Drawing	Expert discipline	Requesting Council

					Section															
	Contractual agreement (e.g. Agreement Advice or Completion Letter from Telstra. Alternatively, a copy of Master Development Agreement or Small Development Agreement from NBN Co).	Prior to commencement of the use	-	The authorised telecommunication carrier (e.g. Telstra, NBN Co)	Development Compliance															
The certification is to confirm: Underground telecommunication infrastructure will be installed in accordance with telecommunications industry standards (e.g. Telstra / NBN Co standards).																				
42	Certification of works – Environmental Health Provide Council with certificates prepared by qualified expert(s) from the discipline(s) listed below, confirming as follows: <table><tr><th colspan="5">Environmental Health</th></tr><tr><th>Certified document</th><th>Certification date</th><th>Plan/ Drawing</th><th>Expert discipline</th><th>Requesting Council Section</th></tr><tr><td>Acoustic compliance report</td><td>Prior to commencement of the use</td><td>Proposed Residential Development, 60 Dutton Street Coolangatta, Acoustic Report, prepared by 'Acoustic Works', dated 21 May 2025, reference 2025002 R01B 60 Dutton Street Coolangatta ENV</td><td>Acoustic Engineer</td><td>Environmental Health</td></tr></table> The certification is to confirm: The development has been designed and constructed in accordance with the recommendations outlined in the approved Acoustic Report. The certification must include on site assessment of all mechanical plant and equipment in operation and confirm compliance with the relevant criteria identified within the approved report.					Environmental Health					Certified document	Certification date	Plan/ Drawing	Expert discipline	Requesting Council Section	Acoustic compliance report	Prior to commencement of the use	Proposed Residential Development, 60 Dutton Street Coolangatta, Acoustic Report, prepared by 'Acoustic Works', dated 21 May 2025, reference 2025002 R01B 60 Dutton Street Coolangatta ENV	Acoustic Engineer	Environmental Health
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43	Certification of works – Landscape Assessment Provide Council with certificates prepared by qualified experts from the disciplines listed																			

	below, confirming as follows:			
Operational Works – Landscape Assessment				
Certified document	Certification date	Plan/ Drawing	Expert discipline	Requesting Council Section
Certificates and evidence of planter box construction	Prior to commencement of landscape works	-	Suitably qualified person	Landscape Assessment
The certification must include photographs and is to confirm: The waterproofing and drainage cell has been installed for all landscape areas/planter boxes generally in accordance with the <i>Australian Standard AS4654.2 – 2012 - Waterproofing Membranes for External Above-Ground Use, Section 2.13 Planter Boxes</i> and the Landscape Architect specifications.				
44	Construction documentation drawings – City Design - Architecture Assessment (specific condition) Prepare and submit for approval by City Design a – Architecture Assessment, a set of construction documentation drawings generally in accordance with the approved drawings, the subject of this approval prior to the issue of a Development Permit for Building Work for works above ground level. b The construction documentation drawings must be prepared by a suitably qualified professional and include in particular. i Detailed floor plans, elevations and sections showing how the design intent illustrated in the approved drawings the subject of this approval will be constructed. ii Construction details of the entry structures and podium details including textured finishes, screening, blades and containerised planting. iii Construction details of feature glazing, feature slab edges, balustrades, soffit finishes, screening and containerised planting. iv Final construction materials, finishes and colour schedule. c The construction documentation drawings approved in accordance with this condition must form part of an approval for a Development Permit for Building Work. Submit the above to the City Design – Architecture Assessment at Architecture@goldcoast.qld.gov.au			
45	Pre-start meeting Arrange a pre-start meeting prior to the commencement of works to complete the requirements identified in the approved architectural plans for the following:			
Purpose		Council contact		
Review and discuss building works – relating to the architectural façade, feature elements, screens, blades, materials and finishes. The pre-start inspection must include Council City Design – Architecture Assessment, the appointed building certifier, and where possible, an authorised representative from the architect or building designer firm, being the author of the stamped approved plans.		City Design – Architecture Assessment Architecture@goldcoast.qld.gov.au		
Copies of applicable material including this decision notice and stamped approved plans, drawings and reports are to be available for the meeting and kept on site during construction.				
46	Pre-start inspection Arrange a pre-start inspection prior to the commencement of building works for the bin storage			

	and bin servicing point		
	Purpose	Council contact	
	Discuss Council's Civil Engineering team and Council approval requirements and expectations through the construction phase		inspections@goldcoast.qld.gov.au
47	Hold point inspection – Solid Waste Arrange a hold point inspection to complete the requirements identified in City Plan Policy SC6.12 – Land development guidelines the City Plan for the following: <i>Please note: Inspections for multiple items is preferred.</i>		
	Purpose	Hold Point	Council contact
A	Bin storage point	Within 5 business days of the bin storage point being completed.	Contributed Assets inspections@goldcoast.qld.gov.au
B	Confirm works for the bin storage have been undertaken in accordance with the approved MCU drawings.	Within 5 business days of bin servicing point and vehicle access being completed.	Contributed Assets inspections@goldcoast.qld.gov.au
48	Availability of approved plans, drawings and reports Retain a copy of this decision notice and stamped approved plans, drawings and reports on site at all times during construction. Any contractors undertaking approved work (including tree removal or relocations) must be directly provided with a copy of these conditions and instructed as to the need to comply with them.		
49	Notice of works timetable Provide a Notice of works timetable for Commencement of work/Commencement of use/Retrospective development approval to Council's Development Compliance section prior to commencement of any works. A copy of Council's Notice of works timetable is available on Council website.		
Plumbing and Drainage Act 2018			
50	Plumbing and drainage works Obtain a permit for all plumbing and drainage work prior to any compliance assessable work commencing. <i>Note:</i> <i>A permit for plumbing and drainage works does not approve the discharge of trade waste to Council's sewerage system. The generator of trade waste must complete an application for approval to discharge trade waste to Council's Sewerage System (available on Council's website).</i>		
Advice Notes			
A	Development infrastructure Development infrastructure required to be provided in implementing this development approval is non-trunk development infrastructure unless otherwise stated in a condition of the approval.		
B	Further development permits / compliance permits Further development permits and/or compliance permits from Council are required to facilitate the development of the approved works identified in this decision notice. These		

include:

Landscape Assessment
- Operational works - landscape works (Private works)

Plumbing and Drainage
- Permit for plumbing and drainage work

Transport Impact Assessment
- Operational works – infrastructure

Contributed Assets
Connections / disconnections: Application to work on the City's Infrastructure
Temporary Road Closure and Works Zone Permit Application
Development Assessment
Operational Works - infrastructure

A copy of this decision notice and accompanying stamped drawings / plans must be submitted with any subsequent application identified above.

Subsequent development applications (i.e.: Operational works) will be assessed in accordance with the City Plan Version at the time of lodgement (excluding instances where Variation / Preliminary approval exists).

C

Compliance with conditions

Once this development approval takes effect, the conditions attach to the land and are applicable in perpetuity. It is a development offence to contravene a development approval, including any of its conditions.

D

Indigenous cultural heritage legislation and duty of care requirement

The *Aboriginal Cultural Heritage Act 2003* ('ACHA') is administered by the Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships (DSDSATSIP). The ACHA establishes a duty of care to take all reasonable and practicable measures to ensure any activity does not harm Aboriginal cultural heritage. This duty of care:

a

Is not negated by the issuing of this development approval;

b

Applies on all land and water, including freehold land;

c

Lies with the person or entity conducting an activity; and

d

If breached, is subject to criminal offence penalties.

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

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

The applicant should contact DSDSATSIP's Cultural Heritage Coordination Unit on 1300 378 401 for further information on the responsibilities of developers under the ACHA.

E

Infrastructure charges

Infrastructure charges are now levied under a Charges Resolution by way of an Infrastructure Charges Notice, which accompanies this decision notice.

F

Properly made submissions

	There were properly made submissions about the application. The name and address of the principal submitter for each properly made submission is attached to the decision notice.
G	Applicant responsibilities The applicant is responsible for securing all necessary approvals and tenure, providing statutory notifications and complying with all relevant laws. Nothing in this decision notice alleviates the need for the applicant to comply with all relevant local, State and Commonwealth laws and to ensure appropriate tenure arrangements have been made where the use of/reliance upon land other than that owned by the applicant is involved. Without limiting this obligation, the applicant is responsible for: - a Obtaining all other/further necessary approvals, licences, permits, resource entitlements etc by whatever name called required by law before the development the subject of this approval can be lawfully commenced and to carry out the activity for its duration. - b Providing any notifications required by law (by way of example only, to notify the administering authority pursuant to the <i>Environment Protection Act 1994</i> of environmental harm being caused/threatened by the activity, and upon becoming aware the premises is being used for a 'notifiable activity'). - c Securing tenure/permission from the relevant owner to use private or public land not owned by the applicant (including for access required by conditions of approval). - d Ensuring existing survey marks, including cadastral marks at property corners, i.e., pegs or cadastral reference marks in the road reserve (permanent surveys marks, buried iron pins, and various marks in concrete or bitumen structure) are not interfered with. A Consulting Cadastral Surveyor must be contacted if survey marks are disturbed or destroyed during any works in relation to this or related approvals, to investigate and determine if any further action is required. More information on interference with survey marks is available under Section 42 of the <i>Survey and Mapping Infrastructure Act 2003</i>. - e Ensuring the correct siting of structures on the land. An identification survey demonstrating correct siting and setbacks of structures may be requested of the applicant to ensure compliance with this decision notice and applicable codes. - f Providing Council with proof of payment of the Portable Long Service Leave building construction levy (or proof of appropriate exemption) where the total value of the building and construction works exceeds \$150,000 (excluding GST). Acceptable proof of payment is a Q. Leave –Notification and Payment Form approved by the Authority. Proof of payment must be provided before Council can issue a development permit for the Operational works. This is a requirement of section 77(1) of the Building and Construction Industry (Portable Long Service Leave) Act 1991. - g Making payment of any outstanding Council rates and charges applicable to the development site prior to the lodgement of subdivision plans. - h Obtaining any necessary local government/state approvals where works require the installation of temporary ground anchoring into adjacent Road Reserves. Where ground anchoring is proposed into an adjacent private property, approval from the relevant property owners(s) is required.
H	Weeds, pest animals and ants Biosecurity Queensland of the Department of Agriculture and Fisheries leads the Government's efforts to prevent, respond to and recover from pests and diseases threatening agricultural prosperity, the environment, social amenity and human health. All landscape materials, including but not limited to, soils, mulch, grass, gravel, potted or ex-ground plants, pavers and timber used in landscape treatments must be free from weeds, pest animals and ants.
I	Fire ant control A significant portion of the Gold Coast is within Fire Ant Biosecurity zone 2 and must remain vigilant for the presence of fire ants. Under the <i>Biosecurity Act 2014</i> individuals and organisations whose activities involve the movement or storage of fire ant carriers have a general biosecurity obligation to take all reasonable steps to ensure they do not spread fire

	ants. Movement of a fire ant carrier from within the fire ant biosecurity zone may need a biosecurity instrument permit. More information is available on the Department of Agriculture and Fisheries website Fire Ants Portal (daf.qld.gov.au) .
J	Buildings and/or structure exceeding the Gold Coast Airport Obstacle Limitation Surface (OLS) Commonwealth approval via an application made through Gold Coast Airport Pty Ltd is required for any part of the building or structure (including construction cranes or other temporary equipment) exceeding the Obstacle Limitation Surface (OLS) 49.5 metres AHD. Application must be made to Gold Coast Airport Pty Ltd within a minimum of eight weeks' notice prior to the use of construction cranes or any other equipment that would exceed the OLS height limit.
K	Works in properties other than the development land Where development works or works required to service the development require access, works or otherwise on land that is not part of the development approval, the applicant is solely responsible for obtaining consent and providing such with the "Application to work on City's infrastructure". Council will not become involved in any disputes arising from attempts to obtain neighbouring landowners' consent and assumes no responsibility for any impacts this has on the development. Council shall not be held responsible for any delays, complications or otherwise related to obtaining consent from neighbouring landowners as this is a civil matter to be resolved between the relevant parties.
L	Council water, sewer and stormwater infrastructure to be protected during site works The developer is responsible at all times for ensuring that Council's water, sewerage and stormwater infrastructure is protected during construction activities on site. This may require physical protection measures to be put in place during works such as deliveries, moving heavy equipment into and out of the site, or when doing works in close proximity to water, sewer and stormwater assets. Where Council water, sewer and stormwater infrastructure is damaged during construction, Council will undertake immediate repairs and any costs associated with these repairs will be charged to the landowner, principal contractor or other relevant party. If further, more permanent repairs are required, such as replacement of water and sewer mains, the landowner, principal contractor or other relevant party will first be given an opportunity to complete these works (other approvals may be required), or Council will undertake these works and pass the costs on to the landowner, principal contractor or other relevant party.
M	Connections and disconnections Any connection / disconnection to the existing water and sewerage networks will be at the applicant's cost. Prior to the connection / disconnection taking place, the applicant must obtain written approval from Council's Civil Engineering team. Refer to Water and Sewerage Connections Policy, available on Council's website http://www.cityofgoldcoast.com.au
N	No open trenching of the road pavement for water connections across / in roadways Conduits must be installed to service the proposed development via trenchless technology the road (open cutting of the road is not permitted) to connect to Council's potable water supply network. In certain circumstances approval of open trenching of the road may be allowed, subject to Council approval. Refer to Water and Sewerage Connections Policy, available on Council's website http://www.cityofgoldcoast.com.au
O	Water meter sizing All water meters 50 mm in diameter or larger must be installed aboveground and on lot and require an Operational works approval and an easement over the water meter arrangement.

	Unrestricted access to the water service (including meters) must be provided at all times. Refer to Water and Metering Technical Specifications, available on Council's website http://www.cityofgoldcoast.com.au
P	Connections to, alteration or realignment of Council infrastructure Where development works require the connection to, alteration, removal or realignment of Council infrastructure or impact on other public utility infrastructure (e.g. telecommunications, electricity and gas), the applicant must obtain the necessary approvals from the relevant public utility authority prior to works commencing. Connection to, alteration, removal or realignment of Council infrastructure includes (but is not limited to) fire hydrants, water service meters, sewer maintenance hole covers, stormwater drainage infrastructure, reinstatement of maintenance hole covers, stormwater drainage infrastructure, crossovers, footpaths, road pavement, kerb and channel, kerb ramps, medians, traffic islands, road furniture, signage and line-marking.
Q	Operational Works meeting prior to lodgement Council encourages pre-lodgement meetings to discuss any water and sewer matters of significance prior to the submission of an application for Operational Works. This will serve to streamline any future Operational Works application and can minimise construction issues. To arrange a meeting please visit: https://www.goldcoast.qld.gov.au/Planning-building/Development-applications/Development-application-pre-lodgement-advice
R	Connections to, alteration or realignment of Council infrastructure Where development works require the connection to, alteration, removal or realignment of Council infrastructure or impact on other public utility infrastructure (e.g. telecommunications, electricity and gas), the applicant must obtain the necessary approvals from the relevant public utility authority prior to works commencing. Connection to, alteration, removal or realignment of Council infrastructure includes (but is not limited to) fire hydrants, water service meters, sewer maintenance hole covers, stormwater drainage infrastructure, reinstatement of maintenance hole covers, stormwater drainage infrastructure, crossovers, footpaths, road pavement, kerb and channel, kerb ramps, medians, traffic islands, road furniture, signage and line-marking.
S	Design, Constructability and Minor change applications The application has been approved based on the information provided by the consultant. Council is not liable for any design or constructability issues experienced on-site. All necessary steps must be taken prior to construction to validate the information in the designs, including locating services. Should any changes be required to the design to ensure it can be constructed in compliance with relevant engineering standards; a Minor Change application (Section 78 of the <i>Planning Act 2016</i>) must be submitted and approved by Council prior to lodging a request for a Pre-Start meeting.
T	Encroachment of works If any operational works, the subject of this approval encroaches on adjoining land, Goodwin Park, a letter from the adjoining owner The State of Queensland must be submitted to Council consenting to the carrying out of these works.
Property Notifications	
A	Stormwater There are development approval conditions applicable in relation to stormwater management on this lot / subsequent lots. All property owner(s) must ensure compliance with these conditions. Refer to Council of the City of Gold Coast's Decision Notice (COM/2025/157). A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline

Part B: Operational Works component – Vegetation clearing														
Development Conditions imposed by Council as Assessment Manager														
General														
1	Timing a All conditions of this development approval must be complied with at no cost to Council at all times unless otherwise stated in another condition.													
2	Approved drawings Undertake and maintain the development generally in accordance with the following drawings: <table border="1" data-bbox="363 506 1395 636"> <tr> <th>Drawing Title</th> <th>Author</th> <th>Date</th> <th>Drawing No.</th> <th>Ver</th> </tr> <tr> <td>Stamped Approved Tree Clearing Plan – <i>The Trees</i></td> <td>TPZ Arborist</td> <td>18 February 2025</td> <td>Page 4</td> <td>-</td> </tr> </table> The conditions of this approval are to be read in conjunction with the attached stamped approved drawings. Where a conflict occurs between the conditions of this approval and the stamped approved drawings, the conditions of this approval shall take precedence.				Drawing Title	Author	Date	Drawing No.	Ver	Stamped Approved Tree Clearing Plan – <i>The Trees</i>	TPZ Arborist	18 February 2025	Page 4	-
Drawing Title	Author	Date	Drawing No.	Ver										
Stamped Approved Tree Clearing Plan – <i>The Trees</i>	TPZ Arborist	18 February 2025	Page 4	-										
3	Approved Plans Undertake and maintain the development generally in accordance with the following plans: <table border="1" data-bbox="363 842 1395 984"> <tr> <th>Plan Title</th> <th>Author</th> <th>Date</th> <th>Plan Reference No.</th> <th>Ver</th> </tr> <tr> <td>Preliminary Arborist Report</td> <td>TPZ Arborist</td> <td>18 February 2025</td> <td>-</td> <td>-</td> </tr> </table>				Plan Title	Author	Date	Plan Reference No.	Ver	Preliminary Arborist Report	TPZ Arborist	18 February 2025	-	-
Plan Title	Author	Date	Plan Reference No.	Ver										
Preliminary Arborist Report	TPZ Arborist	18 February 2025	-	-										
Construction Management														
4	Supervision of works During construction of any works the following professionals must be appointed to supervise the below described actions: <table border="1" data-bbox="363 1165 1395 1386"> <tr> <th colspan="2">Environmental Assessment</th> </tr> <tr> <th>Expertise required of the suitably qualified professional</th> <th>Actions to be overseen by the professional</th> </tr> <tr> <td>Minimum AQF Level 3 Arborist</td> <td>Implementation of all tree removal and pruning works</td> </tr> </table>				Environmental Assessment		Expertise required of the suitably qualified professional	Actions to be overseen by the professional	Minimum AQF Level 3 Arborist	Implementation of all tree removal and pruning works				
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Expertise required of the suitably qualified professional	Actions to be overseen by the professional													
Minimum AQF Level 3 Arborist	Implementation of all tree removal and pruning works													
5	Availability of approved plans, drawings and reports Retain a copy of this decision notice and stamped approved plans, drawings and reports on site at all times during construction. Any contractors undertaking approved work (including tree removal or relocations) must be directly provided with a copy of these conditions and instructed as to the need to comply with them.													
Advice Notes														
A	Development infrastructure Development infrastructure required to be provided in implementing this development approval is non-trunk development infrastructure unless otherwise stated in a condition of the approval.													
B	Compliance with conditions													

	Once this development approval takes effect, the conditions attach to the land and are applicable in perpetuity. It is a development offence to contravene a development approval, including any of its conditions.
C	Indigenous cultural heritage legislation and duty of care requirement The <i>Aboriginal Cultural Heritage Act 2003</i> ('ACHA') is administered by the Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships (DSDSATSIP). The ACHA establishes a duty of care to take all reasonable and practicable measures to ensure any activity does not harm Aboriginal cultural heritage. This duty of care: - a Is not negated by the issuing of this development approval; - b Applies on all land and water, including freehold land; - c Lies with the person or entity conducting an activity; and - d If breached, is subject to criminal offence penalties. Those proposing an activity involving surface disturbance beyond that which has already occurred at the proposed site must observe this duty of care. Details of how to fulfil this duty of care are outlined in the duty of care guidelines gazetted with the ACHA. The applicant should contact DSDSATSIP's Cultural Heritage Coordination Unit on 1300 378 401 for further information on the responsibilities of developers under the ACHA.
D	Applicant responsibilities The applicant is responsible for securing all necessary approvals and tenure, providing statutory notifications and complying with all relevant laws. Nothing in this decision notice alleviates the need for the applicant to comply with all relevant local, State and Commonwealth laws and to ensure appropriate tenure arrangements have been made where the use of/reliance upon land other than that owned by the applicant is involved. Without liming this obligation, the applicant is responsible for: - a Obtaining all other/further necessary approvals, licences, permits, resource entitlements etc by whatever name called required by law before the development the subject of this approval can be lawfully commenced and to carry out the activity for its duration. - b Providing any notifications required by law (by way of example only, to notify the administering authority pursuant to the <i>Environment Protection Act 1994</i> of environmental harm being caused/threatened by the activity, and upon becoming aware the premises is being used for a 'notifiable activity'). - c Securing tenure/permission from the relevant owner to use private or public land not owned by the applicant (including for access required by conditions of approval). - d Ensuring existing survey marks, including cadastral marks at property corners, i.e., pegs or cadastral reference marks in the road reserve (permanent surveys marks, buried iron pins, and various marks in concrete or bitumen structure) are not interfered with. A Consulting Cadastral Surveyor must be contacted if survey marks are disturbed or destroyed during any works in relation to this or related approvals, to investigate and determine if any further action is required. More information on interference with survey marks is available under Section 42 of the <i>Survey and Mapping Infrastructure Act 2003</i>. - e Ensuring the correct siting of structures on the land. An identification survey demonstrating correct siting and setbacks of structures may be requested of the applicant to ensure compliance with this decision notice and applicable codes. - f Providing Council with proof of payment of the Portable Long Service Leave building construction levy (or proof of appropriate exemption) where the total value of the building and construction works exceeds \$150,000 (excluding GST). Acceptable proof of payment is a Q. Leave –Notification and Payment Form approved by the Authority. Proof of payment must be provided before Council can issue a development permit for the Operational works. This is a requirement of section 77(1) of the Building and Construction Industry (Portable Long Service Leave) Act 1991. - g Making payment of any outstanding Council rates and charges applicable to the development site prior to the lodgement of subdivision plans.

	h Obtaining any necessary local government/state approvals where works require the installation of temporary ground anchoring into adjacent Road Reserves. Where ground anchoring is proposed into an adjacent private property, approval from the relevant property owners(s) is required.
E	Weeds, pest animals and ants Biosecurity Queensland of the Department of Agriculture and Fisheries leads the Government's efforts to prevent, respond to and recover from pests and diseases threatening agricultural prosperity, the environment, social amenity and human health. All landscape materials, including but not limited to, soils, mulch, grass, gravel, potted or ex-ground plants, pavers and timber used in landscape treatments must be free from weeds, pest animals and ants.
F	Fire ant control A significant portion of the Gold Coast is within Fire Ant Biosecurity zone 2 and must remain vigilant for the presence of fire ants. Under the <i>Biosecurity Act 2014</i> individuals and organisations whose activities involve the movement or storage of fire ant carriers have a general biosecurity obligation to take all reasonable steps to ensure they do not spread fire ants. Movement of a fire ant carrier from within the fire ant biosecurity zone may need a biosecurity instrument permit. More information is available on the Department of Agriculture and Fisheries website Fire Ants Portal (daf.qld.gov.au).

Statement of reasons (given under section 63(5) of the *Planning Act 2016*)

Details of proposed development	The proposed development is for Multiple dwellings (7 units) and Vegetation clearing.
Assessment benchmarks	The following assessment benchmarks applied to the proposed development: • Strategic Framework • Medium density residential zone code • Acid sulfate soils overlay code • Airport environs overlay code • Environmental significance overlay code • Driveways and vehicular crossings code • General development provisions code • Healthy waters code • Multiple accommodation code • Solid waste management code • Transport code • Vegetation management code
Relevant matters	Not applicable

Matters raised in submissions	Issue	How matter was dealt with
	Building height	Submissions were received regarding building height. Throughout assessment the proposal has reduced the overall height from 33.15m to 27.75m. This has decreased the overall intensity of the proposal significantly. In accordance with the reduction in height, setback provisions, site cover, materiality and landscaping have all improved to achieve an appropriate development outcome for the subject site. Officers consider the increase to building height above the Code 23m height requirement to be in accordance with the 50% uplift provisions prescribed in the Strategic Framework, where a potential 34.5m height can be sought. Additional provisions in the Strategic Framework intend for dramatic changes in built form and height to occur in certain locations, the proposal is consistent with this intention with consideration to be built form parameters afforded. The proposals' building height has demonstrated compliance with Specific outcome 3.3.2.1(9) of the Strategic Framework, ensuring the development reinforces local identity and sense of place, provides a well-managed interface to adjoining residents and achieves in excellent standard of appearance, in accordance with the additional benchmarks of the Uplift test criteria.

Setbacks and amenity impacts	Submissions were received regarding setback provisions and potential amenity impacts. Officers consider the setback provisions to be appropriate for the proposed development and amenity impacts have been effectively mitigated in the building design. Currently, the site adjoins a two storey Dwelling house to the side southern elevation and a single storey Dwelling house to side northern elevation. The proposal effectively considers adjacent amenity and avoids privacy conflicts for neighbouring residents. Privacy screening elements in the form of aluminium louvre blading has been included on both side elevations for the first floor interfaces, this reduces privacy conflicts for neighbouring residents. Sufficient landscaping is also included along the first floor side interfaces to further assist in amenity protection. The solid wall along the fence line with additional landscaping will screen the parking and services areas. An arbour has been included to mitigate potential light spill impacts of the under croft. Sufficient separation (3m for the predominant wall plane) is achieved for the remainder of the tower form. Further recesses to the setbacks is included for the upper storey which remains above the Code assessable 23m height designation. Setback provisions are appropriate for both Dutton Street frontage interface. The established setbacks have been adequately improved throughout assessment of the application and officers are satisfied a well-managed interface is achieved in accordance with Specific outcome 3.3.2.1(9)(c) and potential privacy impacts have been addressed.
Non-compliance with uplift provisions of the Strategic Framework	Submissions were received regarding non-compliance with uplift provisions of the Strategic Framework. As per Section 5.3.1 of Officer's report, it is considered that the proposed development is consistent with the relevant assessment benchmarks of the Strategic Framework, specifically the uplift provisions prescribed in the Urban neighbourhoods Element for increases to build height. The proposed development has been amended throughout assessment to further ensure compliance with Specific outcome 3.3.2.1(9), specifically it has been demonstrated that the proposal reinforces local identity and sense of place, provides a well managed interface and results in an excellent standard of appearance, as such the increase above the Code height designation is warranted. Officers consider the proposal to maintain compliance with relevant provisions of the Strategic Framework.

Conflicts to neighbourhood character	Submissions were received regarding conflicts to neighbourhood character. Officers acknowledge this is the first application of this nature for the street, seeking the uplift provisions sought in the Strategic Framework for increases to building height above the Code height (23m) designation. Notwithstanding officers consider the proposed development to provide an appropriate development outcome that reflects the transitioning nature of the Medium density residential zone. Importantly, the proposal reinforces local identity and sense of place in accordance with Specific outcome 3.3.3.2.1(9)(b) of the Strategic Framework. It is acknowledged that the current character predominantly consists of 1 – 3 storey dwellings, however the built form development and building parameters afforded for the site demonstrate development of increased scale and intensity is anticipated for the local area. The proposed development is consistent with these City Plan assessment benchmarks. The building design provides a high quality architectural outcome with appropriate landscaping included at frontage and elevated into the design. These components will further improve visual amenity and neighbourhood character. The proposal is consistent with the development character intended by the City Plan and is an appropriate outcome for the local context.
Waste management	Submissions were received regarding waste management. The applicant has provided a waste management report which outlines the waste strategy to service the development. The proposed wheelie bin arrangement is sufficient to cater for the development. The ground floor undercroft incorporates a storage room for the waste facilities, located centrally for the site. The site has sufficient frontage to cater for the kerbside waste collection. Officers are supporting of the waste management strategy.

Reasons for decision

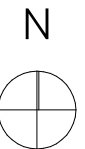
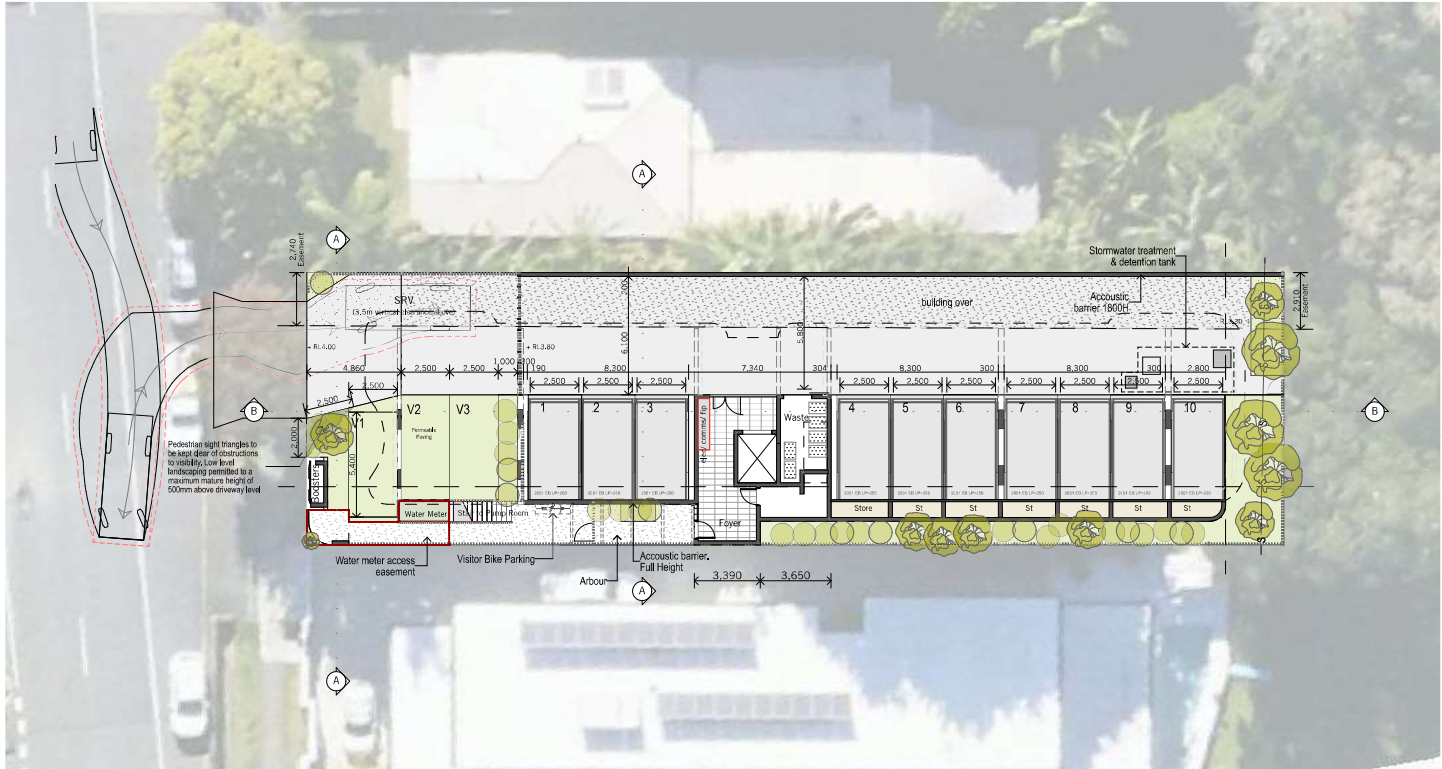
An assessment of the development application was carried out against the assessment benchmarks listed above and was determined to comply. A summary of the main reasons for the decision are as follows:

- A Multiple dwelling land use is an anticipated development outcome in the Medium density residential zone.
- The proposed development complies with Specific outcome 3.3.2.1(8) of the Strategic Framework which intends for abrupt changes in building height occur. The proposal provides a medium rise building height in an area consisting of low rise building height.

- The proposed development meets Specific outcome 3.3.2.1(9) through the following:
 - The development supports the reinforced local identity of the transitioning nature of Coolangatta and more specifically the defined Goodwin Park Precinct.
 - A well managed interface is achieved through appropriate setbacks, site cover, privacy screening and additional design elements.
 - An excellent standard of appearance is achieved through high quality architectural elements, a varied colour and material palette, sufficient landscaping and an activated frontage.
 - The additional units will contribute to housing choice and affordability options for Coolangatta.
 - The proposal contributes to a varied, ordered and interesting skyline.
 - The development will not impact upon elements of local character or scenic amenity.
- The proposed development does not exceed 50% above the designation building height for the subject site. A 27.75m height is achieved where the maximum 50% height uplift available is 34.5m.
- The subject site and surrounding context affords an increased density outcome. This is further supported by close proximity to the Coolangatta Major Centre.
- The proposed development provides car parking above the AO requirement for residential spaces prescribed by the Transport code. A compliant number of visitor spaces is provided.
- The site does not contain protected vegetation that is considered locally significant or to contribute to local amenity.

Matters prescribed by a regulation

Not applicable



PLANS AND DOCUMENTS referred to in the
DEVELOPMENT APPROVAL

Application No. COM/2025/157

Dated: 18 November 2025

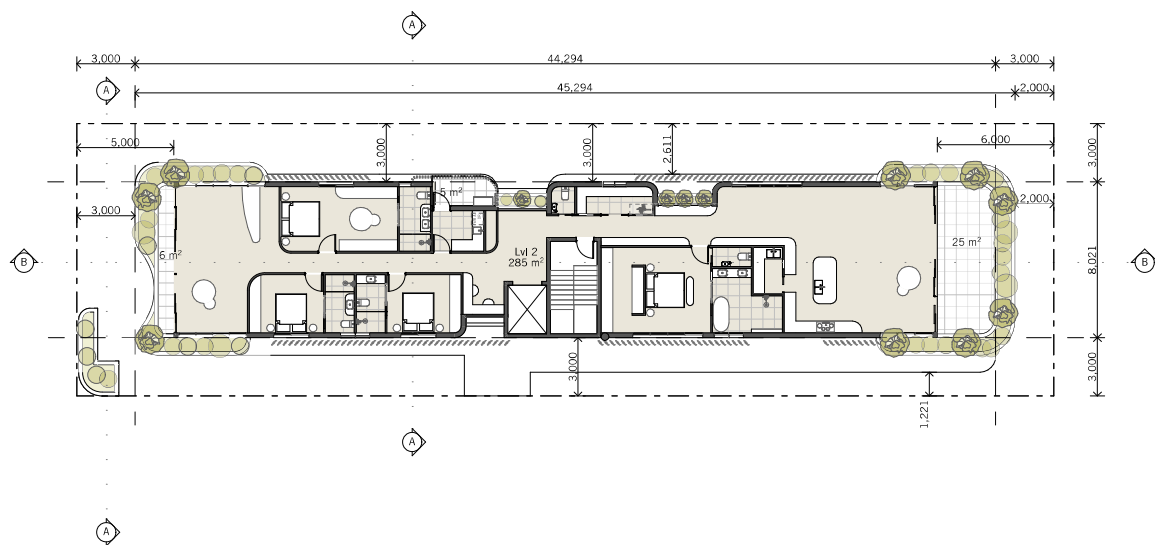
Development shall comply with the
conditions of approval as detailed in the
Decision Notice and Council's Planning
Scheme, Local Laws and Planning Policies

Site Plan
1:200 @ A3

WWW.LIGHTWAVE.COM.AU | 60 Dutton Street | Lot 2 on RP86756 | Southern Cross Property Holdings
NSWAB No. 6829 | BOAQID No. 2854

DA10.01.1
2/10/2025





PLANS AND DOCUMENTS referred to in the
DEVELOPMENT APPROVAL

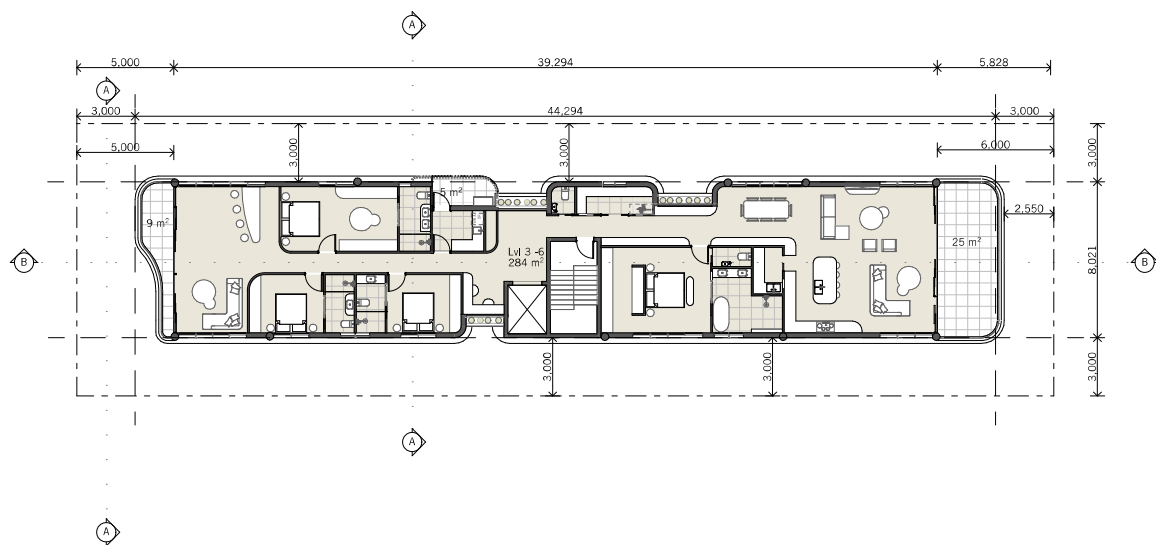
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Level 2 Site Plan
1:200 @ A3

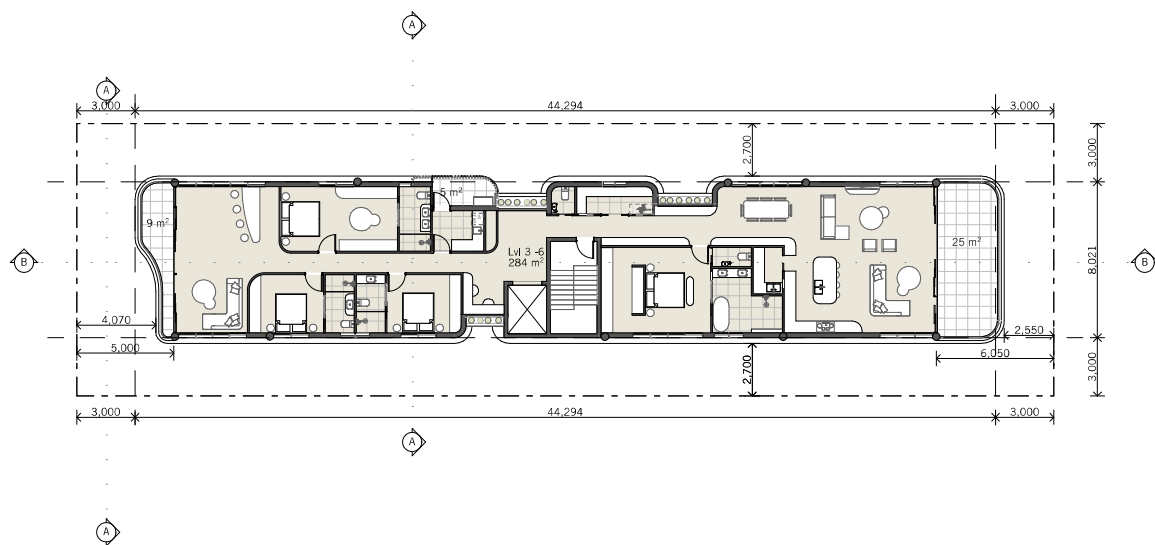




Levels 3 Site Plan
1:200 @ A3

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Levels 4-6 Site Plan
1:200 @ A3

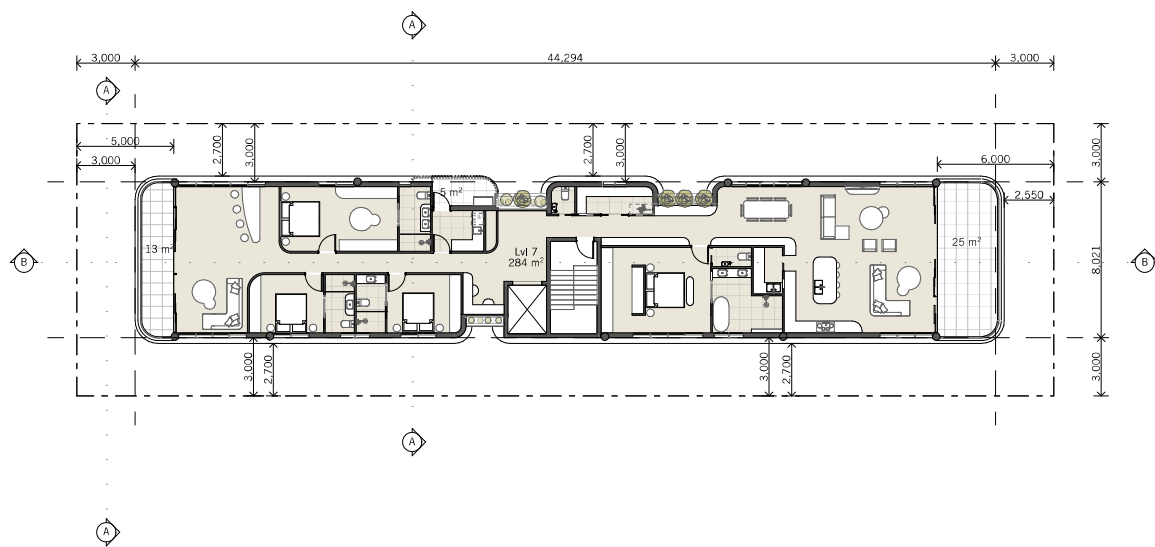
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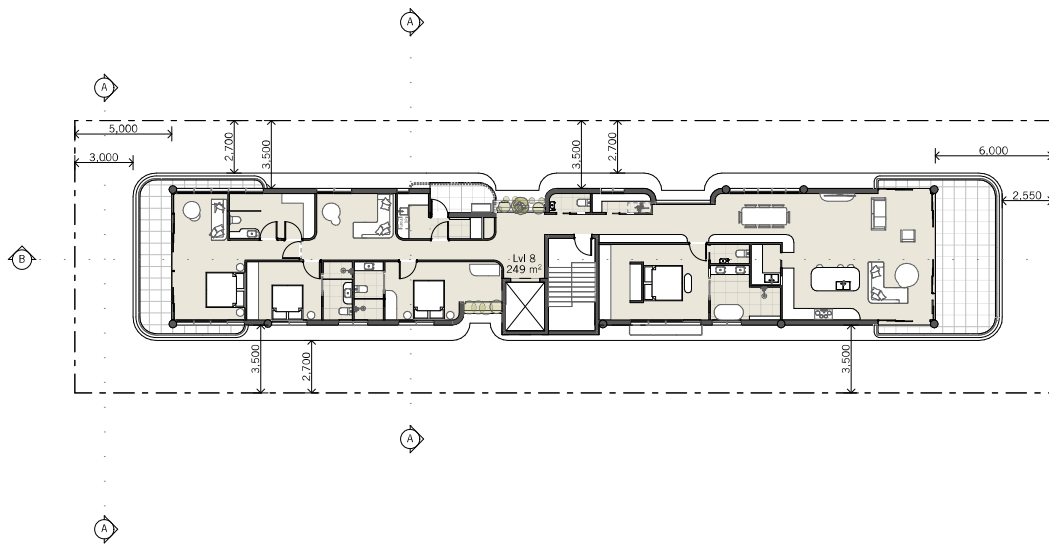
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Levels 7 Site Plan
1:200 @ A3





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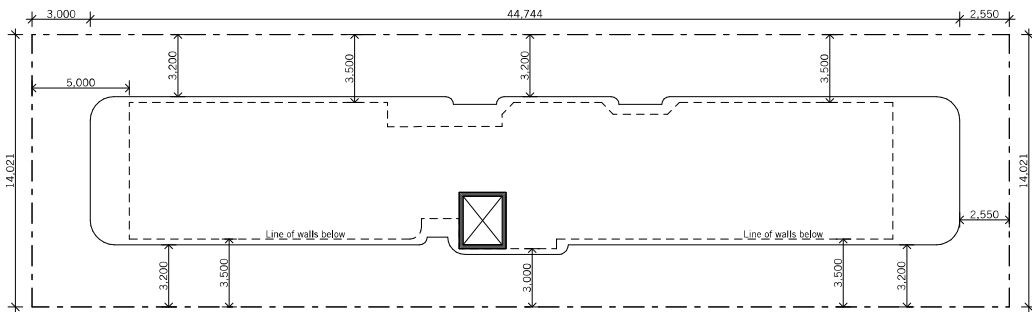
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Levels 8 Site Plan
1:200 @ A3





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DEVELOPMENT APPROVAL

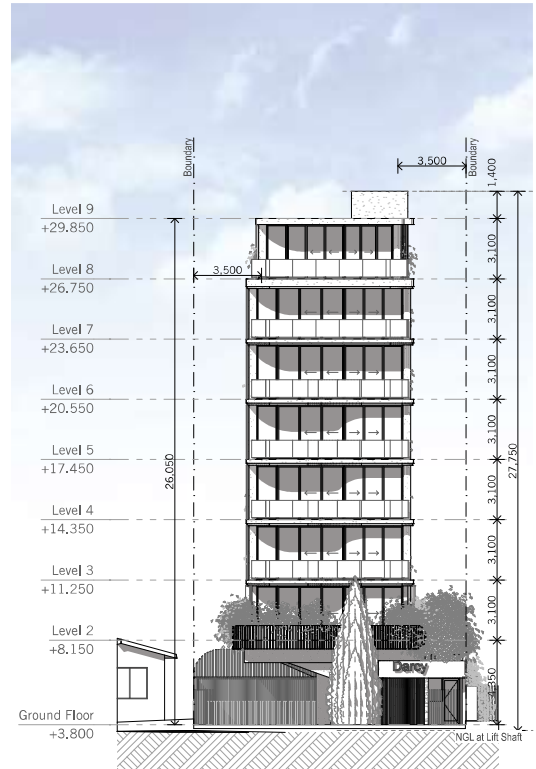
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Roof - Site Plan
1:200 @ A3





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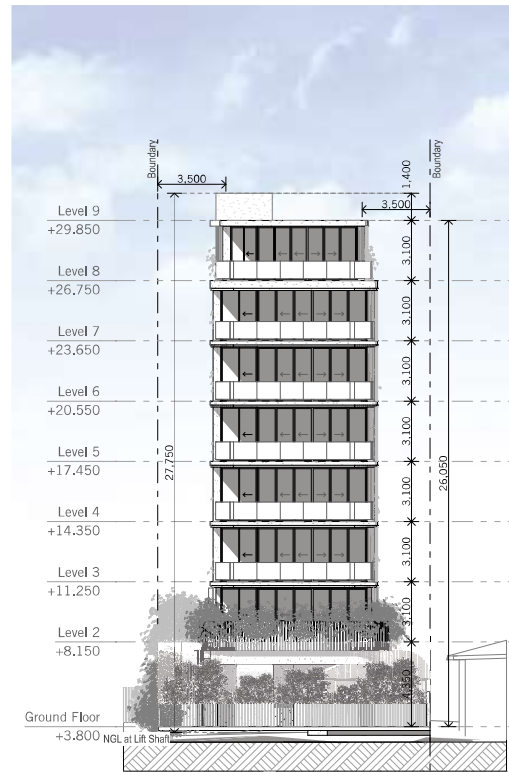
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West Elevation
1:200 @ A3

WWW.LIGHTWAVE.COM.AU | 60 Dutton Street | Lot 2 on RP86756 | Southern Cross Property Holdings

DA20.01
2/10/2025

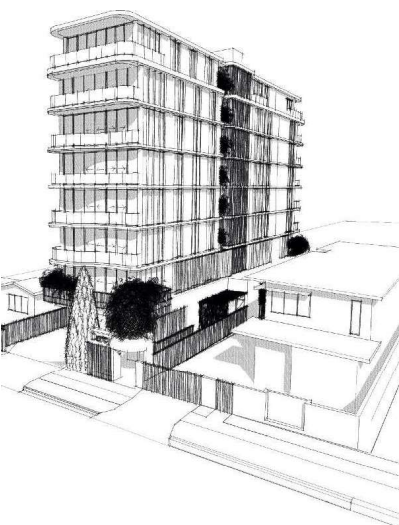




East Elevation
1:200 @ A3

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South Elevation
1:200 @ A3

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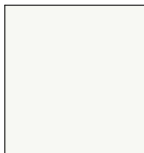
Dated: 18 November 2025

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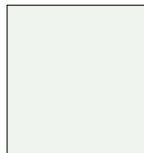




W01 - RENDERED FINISHED
DULUX - NATURAL WHITE



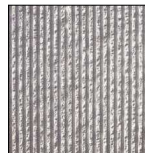
W02 - RENDERED FINISHED
DULUX VIVID WHITE



SC1 - ALUMINIUM SCREEN
BATTENS - 50X100, 100
SPACING
DURATEC WHITE MATT



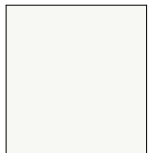
SC2 - ALUMINIUM LOUVRE
BLADE -
DURATEC WHITE MATT



FW - FEATURE WALL
FORMLINED CONCRETE -
VERTICAL
DULUX VIVID WHITE



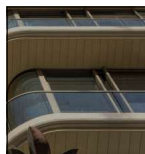
BAL1 - FRAMELESS GLASS
BALUSTRADE



WD - POWDER COAT
WINDOW FRAME -
TEXTURA WHITE



FS - FEATURE STONE
BASQUE



TS - TIMBER LOOK SOFFIT



PAV - PAVING

Colour Palette
@ A3

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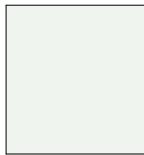




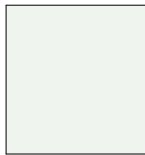
W01 - RENDERED FINISHED
DULUX - NATURAL WHITE



W02 - RENDERED FINISHED
DULUX VIVID WHITE



SC1 - ALUMINIUM SCREEN
BATTENS - 50X100, 100
SPACING
DURATEC WHITE MATT



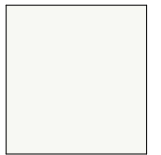
SC2 - ALUMINIUM LOUVRE
BLADE -
DURATEC WHITE MATT



FW - FEATURE WALL
FORMLINED CONCRETE -
VERTICAL
DULUX VIVID WHITE



BAL1 - FRAMELESS GLASS
BALUSTRADE



WD - POWDER COAT
WINDOW FRAME -
TEXTURA WHITE



FS - FEATURE STONE
BASQUE



TS - TIMBER LOOK SOFFIT

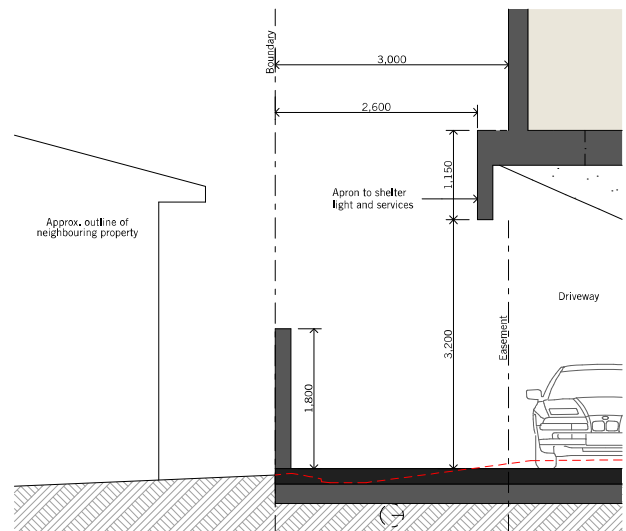
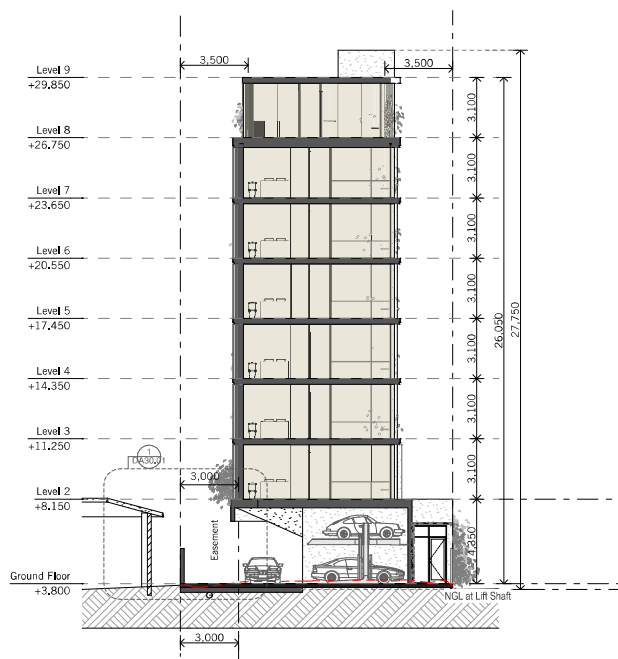


PAV - PAVING

Colour Palette
@ A3

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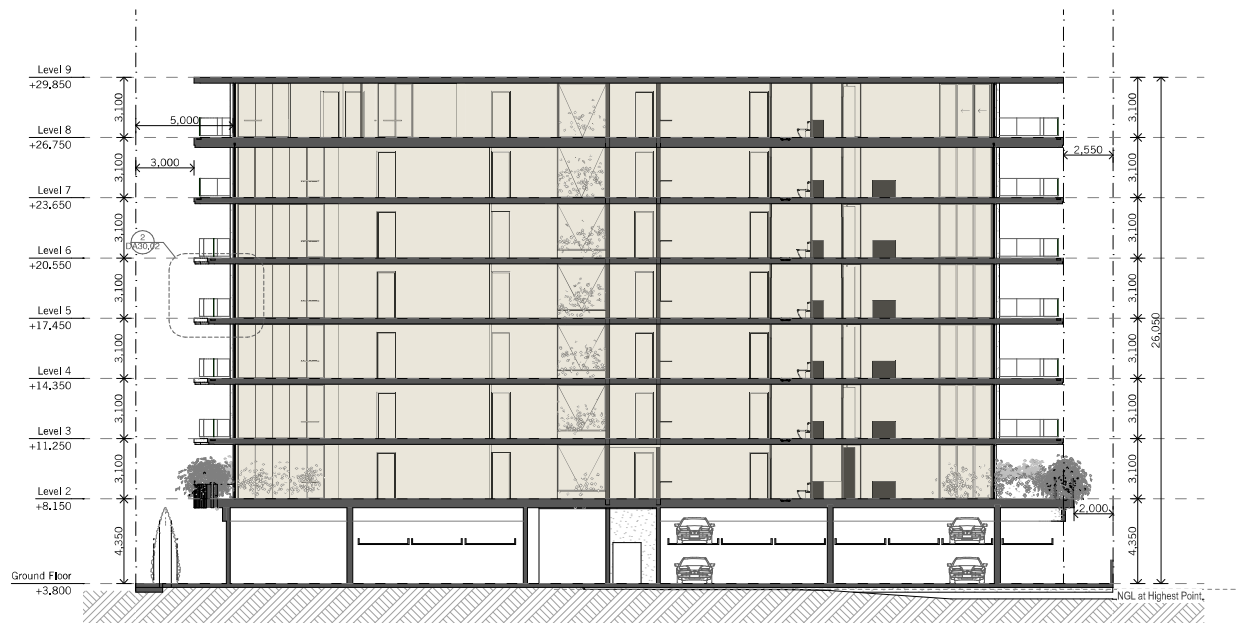
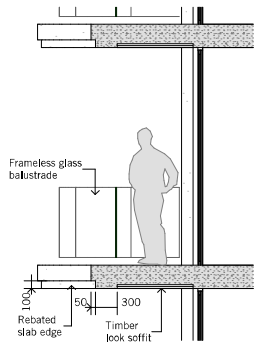


Apron Detail 01 - 1:50

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Section A
1:200 1:50 @ A3





Slab Edge/ Soffit Detail 02 - 1:50

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Section B
1:200 1:50 @ A3



the trees



Fig. 1: Shows locations for the trees assessed for this report in relation to the existing site and proposed new shed.

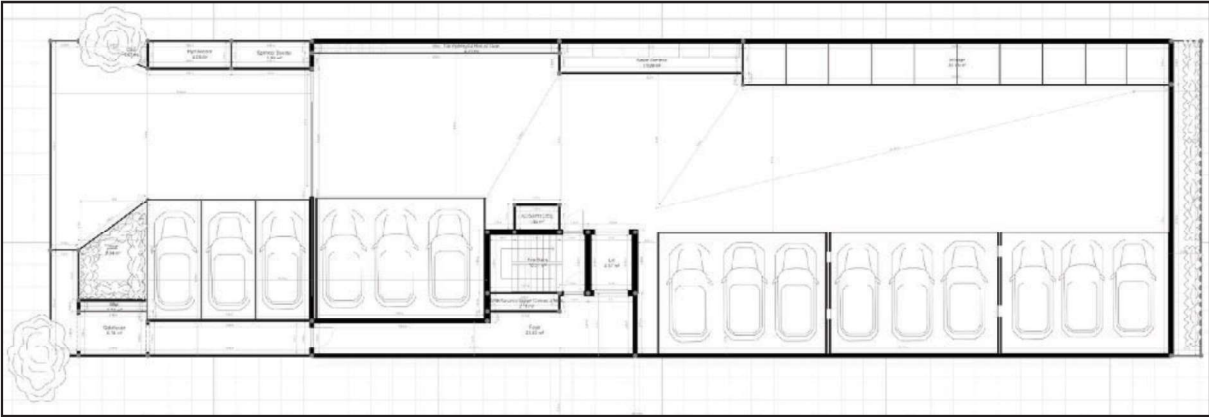


Fig. 2: Shows possible Ground Floor Plan design for the site.