

Urban Planning Report: Operational Works (Stormwater Drainage)
81 CHRISTENSEN ROAD SOUTH, STAPYLTON

within

GOLD COAST CITY COUNCIL

for Multispan Australia Pty Ltd

October, 2011



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innovation ingenuity inspiration

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c o n s u l t i n g



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1. Executive Summary

SITE DETAILS	
ADDRESS	81 Christensen Road South, Stapylton QLD 4207
LOT ON PLAN	Lot 334 SP193431
PROPONENT	Multispan Australia Pty Ltd
JURISDICTION	Gold Coast City Council
RELEVANT PLANNING INSTRUMENT	Gold Coast Planning Scheme
ZONE	General Impact Business and Industry, Yatala Enterprise Area
APPLICABLE PLANNING CODES	Yatala Enterprise Area LAP Place Code Works for Infrastructure Bushfire Management Areas Natural Wetland Areas and Natural Waterways Steep Slopes or Unstable Soils
DEVELOPMENT PROPOSAL DETAILS	
REFERRALS	None
APPLICATION TYPE	Development Permit for Operational Works (Stormwater Drainage)
LEVEL OF ASSESSMENT	Code Assessable
PROPOSAL	Operational works for stormwater drainage
ASSESSMENT MANAGER/S	Gold Coast City Council
APPLICANT	Multispan Australia, c/- i ³ consulting pty ltd
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2. Introduction

This planning report provides an assessment of operational works for stormwater drainage at 81 Christensen Road South, Stapylton (Lot 334 SP193431) within Gold Coast City Council.

3. Site Description and Development Proposal Context

The subject site is designated for General Impact Business and Industry under the Gold Coast Planning Scheme and the application is code assessable against the relevant LAP and constraints codes. Development proposal responses to the code provisions are included in *Appendix B*. The site is surrounded by industrial uses and vacant land. The proposal is in accordance with the relevant code provisions and the intent of the planning scheme.



Figure 1: Aerial photo showing subject site in its development context.
Source: Google Earth 2011

4. Statement of Compliance with POB Development Code Provisions

The proposal is generally consistent with the provisions of the Gold Coast Planning Scheme and the LAP. A statement of compliance is included in *Appendix B* against planning code provisions.

5. Referrals

Referrals are not required as part of this application.

6. Conclusion

This application seeks Development Permits for operational works (stormwater drainage). The proposal is generally consistent with designated future land uses and current activity for the area, the intent of the Yatala Enterprise Area LAP and the relevant planning scheme provisions.



Appendix A – Development Plans

Drawings prepared by *i³ consulting pty ltd*



Appendix B – Code Assessment

Yatala Enterprise Area LAP Place Code

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	Buildings are set back from frontages: a) low set buildings less than five metres high, a minimum setback of six metres; b) buildings less than eight metres in height, a minimum setback of ten metres; c) buildings eight metres or more in height, a minimum setback of 15 metres. All Precincts: AS4.3 Buildings are set back from both side boundaries a minimum of five metres, for a minimum of 30 metres from the frontage. AS4.4 The minimum rear setback is 1.5 metres, except where the site abuts a residential use or public open space, where the minimum setback is three metres.	Not applicable. Not applicable.
PC5 Vehicular crossings associated with the development must be designed and constructed to ensure: a) a safe footpath environment; b) safe vehicular access to the property; c) appropriate hydraulic performance of the stormwater infrastructure; d) no damage to vehicle or road infrastructure; e) minimal loss of on-street parking spaces; f) continued amenity of the neighbourhood.	AS5 The vehicular crossing is provided and designed in accordance with Part 10, Division 1 Standard Drawings: Drawing No. 59213 (Rural Access with Pipe Crossing); Drawing No. 59217 (Driveway and Verges Low Density Residential); Drawing No. 59218 (Driveways Industrial, Commercial and Multi-Unit Residential). Note: All vehicular crossings require an approval in accordance with Local Law No 11 - Roads and Malls.	Not applicable.
PC6 The height of buildings is to be consistent with the role of the YEA as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS6 The maximum height of buildings does not exceed three storeys.	Not applicable.



PC7 All buildings must be sited to complement the industrial character and the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 - Site Analysis .	AS7.1 No acceptable solution provided.	Not applicable.
PC8 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	AS8 No acceptable solution provided.	Not applicable.
PC9 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.	AS9 No acceptable solution provided.	Not applicable.
PC10 Buildings are sited and designed such that suitable external spaces remain available for future expansion of buildings, and internal spaces are of a size and shape suited to variable internal layout, maximum vertical storage and addition of mezzanine floors.	AS10.1 Building shapes are regular so as to provide opportunities for future expansion in different directions, and for flexibility in internal location of activities and equipment. AS10.2 Internal column spacing and column heights are generous (for example, building spans of 18 metres and over, bay spacing of 12-18 metres, and column heights of at least eight metres).	Not applicable. Not applicable.
PC11 Buildings are sited and designed to suit climatic conditions.	AS11.1 Wherever practicable, buildings are oriented to the north east to take advantage of summer breezes and winter sun. Western aspects are avoided, wherever possible. AS11.2 Where not air conditioned, buildings incorporate a maximum of openings (ie. louvring, windows, doorways) on eastern walls. AS11.3 Windows are minimised and trees are planted along west walls for protection from hot afternoon sun.	Not applicable. Not applicable. Not applicable.



	AS11.4 Shading devices (ie: large roof overhangs, window hoods/blinds, awnings and verandahs) are attached to buildings on all sides, particularly eastern and western sides. Where possible, shading devices are retractable on northern sides during winter. AS11.5 Semi-enclosed workstations, where relatively strenuous manual labour takes place, are located in the cooler and more ventilated parts of the building.	Not applicable. Not applicable.
PC12 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the local character of the YEA.	AS12.1 The massing and proportions of new industrial buildings are consistent with those of adjoining industrial buildings. AS12.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.	Not applicable. Not applicable.
PC13 Building design and appearance must be conducive to the safety and comfort of all building users.	AS13.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall. AS13.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.	Not applicable. Not applicable.
PC14 All ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.	AS14.1 Significant trees are preserved and incorporated into car parking areas. AS14.2 Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas, at the rate of one landscaped bay per 40 vehicle parking	Not applicable. Not applicable.

	bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space. AS14.3 Large car parking areas and all heavy/service vehicle parking are situated to the side or rear of sites. Smaller car parking areas, particularly for short term and disabled parking, may be located to the front of sites. AS14.4 Car parking areas located in frontage setback areas are set back behind a minimum three metre landscaped buffer to the frontages. To reduce their visual impact, front car parking areas may be lowered and mounds incorporated in frontage landscaping.	Not applicable. Not applicable.
PC15 Those developments visible from the Pacific Motorway or the Gold Coast City Rail Line must exhibit a high standard of architectural presentation.	AS15.1.1 Facades visible from the Pacific Motorway or the Gold Coast City Rail Line are designed to incorporate: a) materials such as glass, brick and coloured/textured block work (standard concrete block should not be used). If metal cladding is used, it should be pre-coated in an appropriate colour and have some form of relief; b) relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided); c) horizontal/vertical articulation of walls at least at 15 metre intervals; d) 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration; e) other features which contribute to an interesting and attractive appearance. These design features are to be applied to the main facade facing the relevant roads/railway, as well as along a brief return or the full length of side walls. OR AS15.1.2 A landscaped buffer is provided to the Pacific Motorway or	Not applicable. Not applicable.



	to the Rail Line. Where conservation areas or links are established along the relevant road/railway frontages, such that development behind will be largely screened by vegetation, the design requirements of AS13.1.1 need not be met.	
PC16 Advertising signage does not dominate the visual amenity of the area.	AS16 No advertising, freestanding or otherwise, is erected which would be readily visible from the Pacific Motorway or the Gold Coast City Rail Line.	Not applicable.
PC17 Signs and other forms of advertising on business/industry premises are kept to a minimum. Any advertising relates directly to the activity/process conducted on the premises, rather than general product advertisements.	AS17.1 There is one sign per premises. Multi-unit developments display a single index sign at the entrance to the development which details each occupant, its activity/process and respective unit number. AS17.2 The design and construction of signs meets the following parameters: a) signs are situated near site entries and are well placed for viewing by pedestrians and drivers; b) free-standing signs have a maximum area of 3m²; c) signs on facades have a maximum area of 5m²; d) signs utilise company logos or symbolic representations for quick and easy identification; e) wording on signs is limited to the name, location, business and products of the establishment; f) signs do not utilise fluorescent paints; g) signs do not rotate, flash or move; h) signs are integrated with the form of development and are not visually dominating. AS17.3 All signs are consistent with the provisions for the Industry 2 Domain set out in Specific Development Code 2 - Advertising Devices.	Not applicable. Not applicable. Not applicable.
PC18 Identified conservation areas remain in a substantially	AS18.1 Areas identified as Conservation on LAP Map 29.3 -	Not applicable.



undeveloped condition, with vegetation retained to the fullest extent possible and, where necessary, rehabilitated using local native species.	Conservation Areas and Priorities are reserved for conservation purposes, through: a) transfer to Council; b) dedication of a conservation easement; or c) reservation of an area of the site as open space. AS18.2 Reserved Conservation Areas are managed in the following manner: a) the land remains largely undisturbed by any buildings, clearing and earthworks; b) rehabilitation of natural features is undertaken, where necessary, particularly by way of revegetation of any previously cleared areas and stabilisation of any eroding banks of watercourses AS18.3 In Conservation Areas associated with the Albert River and Sandy and Halfway Creeks, there is no discharge of waste water or contaminants or piped discharge of stormwater. Any development within the catchment of these waterways retains natural drainage patterns as far as possible, and utilises appropriate stormwater management techniques to minimise any increase in the volume, velocity or sedimentation of runoff into the river or creeks. AS18.4 For linear Conservation Areas, any parallel roads or services are grouped on one side of the corridor to minimise disturbance. Fencing through Conservation Areas is avoided, wherever possible. Any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the corridor at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse. AS18.5 On land adjacent to Conservation Areas, buildings, clearing	Not applicable. Not applicable. Not applicable. Not applicable.
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	and earthworks are sited as far away as practicable from reserved Conservation Areas, with the greatest possible separation in the case of ridges, gullies and watercourses. AS18.6 Existing trees are retained, and additional trees planted within a 40 metre wide band, generally along the lines of the links identified on LAP Map 29.3 – Conservation Areas and Priorities: a) the links may form part of the landscape open space areas, associated with individual development proposals. If so, they should generally remain free of building and earthworks; additional tree planting utilises species similar to those existing naturally in the area; b) any parallel roads or services are grouped on one side of the link, to minimise disturbance; c) any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the link at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse.	Not applicable.
PC19 In areas identified as Other Open Space on LAP Map 29.3 - Conservation Areas and Priorities as having open space values, development is of a limited scale and intensity, compatible with retention of habitat, landscape and/or buffer values.	AS19 No acceptable solution provided.	Not applicable.
PC20 Other areas within sites (not identified on LAP Map 29.3 - Conservation Areas and Priorities), with natural features, such as stands of remnant vegetation, gullies/ridges and watercourses, are to be incorporated in the open space/landscape areas associated with individual development proposals. Other features of ecological and/or landscape values are to be protected and enhanced, where practicable.	AS20 In these areas, existing vegetation and natural drainage patterns are retained and rehabilitated using local native species, as far as practical.	Not applicable.
PC21 Riparian areas include vegetated buffers of sufficient width to operate as wildlife corridors.	AS21 The following minimum buffer widths are provided: a) 50 metres from the top of the bank on either side of	Consistent with AS21. A 50m minimum buffer width is provided to Sandy Creek.



	Sandy Creek; b) 50 metres from the top of the bank on the south side of Halfway Creek, west of the Pacific Motorway; c) 100 metres from the top of the bank on the north side of Halfway Creek, west of the Pacific Motorway, for fauna corridor purposes; d) ten metres from the top of the bank on either side of Halfway Creek, east of the Pacific Motorway.	
PC22 Landscape design is used to enhance the landscape character of the YEA.	AS22.1 At least 20% of the total site area is landscaped and maintained as open space. AS22.2 Frontage setback areas are attractively landscaped, including: a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth; b) one metre landscaped area adjacent to building walls facing the street. AS22.3 Planting of shade trees occurs along pathways, throughout car parking areas and in any other exposed areas where relief from sun and glare would be beneficial. AS22.4 Dwarf walls prevent vehicles breaching landscaped areas along frontages. AS22.5 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads.	Not applicable. Not applicable. Not applicable. Not applicable. Not applicable.



	AS22.6 Landscape Design includes: a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors; b) retention of existing mature vegetation, wherever possible; c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion d) especially where proposed development is expected to result in increased volume and velocity of stormwater runoff; e) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries.	Not applicable.
PC23 Potentially obtrusive noise, odour and visual impacts are effectively buffered.	AS23.1.1 Development incorporates landscape buffers, earth mounds and acoustic fencing appropriate to the likely off-site impacts of particular developments. OR AS23.1.2 A landscape buffer of a 20 metre width, densely planted with shrubs and trees, is provided along the relevant frontage. A landscape buffer to a minimum width of ten metres may be acceptable, depending on the potential of proposed planting arrangements to effectively screen development behind. Species selection, use of mature or semi mature trees, and density of planting will be important in this respect.	Not applicable.
PC24 The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout the YEA area and its component precincts.	AS24 Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of street lighting and furniture), in accordance with any adopted Council streetscape strategy.	Not applicable.
PC25 Public open spaces are developed to enhance their recreational amenity for workers and visitors to the Yatala area and the wider community.	AS25 Individual developments contribute (through works or financial contribution) towards construction of footpaths and cycle ways, seating, picnic facilities, play areas and/or	Not applicable.

	other facilities in existing public open spaces and additional spaces established as a result of the development.																
PC26 Landscape design contributes to the creation of a distinctive, memorable and legible town centre, local centres and surrounding suburban areas for YEA.	AS26.1 Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg, views to the mountains or other important landscape elements). AS26.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths. AS26.3 Landscape plantings utilise local native species to promote a distinctive YEA or Albert Corridor character.	Not applicable. Not applicable. Not applicable.															
PC27 Open space and pedestrian areas are to be designed to be both functional and safe.	AS27 Development is designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic, public and semi-public spaces, pedestrian and cyclist paths, car parking areas and building entrances.	Not applicable.															
PC28 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area, and any adjoining residential or public open space areas.	AS28 The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.	Not applicable.															
PC29 All lots are to be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent.	AS29 Any new lots created are sized in accordance with the following schedule: <table border="1"> <thead> <tr> <th>PRECINCT AREA</th><th>MIN AREA</th><th>AVE</th></tr> </thead> <tbody> <tr> <td>1</td><td>4,000m²</td><td></td></tr> <tr> <td>1 hectare</td><td></td><td></td></tr> <tr> <td>2</td><td>2,000m²</td><td></td></tr> <tr> <td>4,000m²</td><td></td><td></td></tr> </tbody> </table>	PRECINCT AREA	MIN AREA	AVE	1	4,000m ²		1 hectare			2	2,000m ²		4,000m ²			Not applicable.
PRECINCT AREA	MIN AREA	AVE															
1	4,000m ²																
1 hectare																	
2	2,000m ²																
4,000m ²																	



	3 hectares 2 hectares 2 4 hectares 20 hectares 20 5 hectares 2 hectares 2 6 hectares 20 hectares 20	
PC30 Allotments prior to development have suitable topography for industry.	AS30 Industrial allotments generally have a ground slope not greater than 10%, and access ways associated with battle axe allotments generally have a ground slope not greater than 16%.	Not applicable.
PC31 Allotments are of regular shapes suited to the intended uses, and allowing design flexibility, efficient development and access.	AS31.1 Development generally incorporates all of the following features: (a) allotments that are rectangular shapes; (b) allotments which have frontage to depth ratios between 1:2 and 1:4. OR AS31.2 Alternative allotment shapes are provided where warranted, due to: a) the special site requirements of particular industries; and/or b) exceptional physical constraints. OR AS31.3 The development incorporates a small proportion of battle axe allotments, where particular industries have special requirements for square or long and narrow sites. (Battle-axe allotments are useful for creating allotments of such shapes, as well as reducing road frontage construction costs and providing appropriate sites for visually offensive industries.)	Not applicable.



PC32 Allotments are oriented to suit climatic conditions.	AS32 Allotments are arranged in a manner that maximizes the number of allotments oriented to the north east to take advantage of breezes and enable optimal building orientation for energy efficiency and use of natural lighting.	Not applicable.
PC33 Reconfiguration of land incorporates open space provision in a way which takes account of the location and attributes of the site and its surrounds, and the need to set aside certain areas for purposes such as: a) conservation of vegetation/habitat; b) retention of creek corridors and natural drainage patterns; c) provision of pedestrian/cycle linkages and recreational facilities; and/or d) creation of landscaped entrances, focal points and streetscape.	AS33.1 Where reconfiguration takes place, an area of up to 10% of the site is provided as open space. This open space is set aside for public park or conservation purposes, developed with pathways and/or recreational facilities, landscaped and/or rehabilitated to its natural state. AS34.2 Reconfiguration proposals incorporate a plan showing street planting to be undertaken. Planting themes contribute to the overall streetscape character of the estate.	Not applicable.
PC34 Reconfiguration may take place in the form of Community Title subdivision, allowing for sharing of space, facilities and services, while at the same time ensuring allotments created are suited to the intended businesses/industries.	AS34 Community Title subdivisions are provided, which: a) are consistent with the Acceptable Solutions for PCs 30-34 ; b) generally maintain a minimum lot size of 100-200m ² within a minimum overall site area of 2,000m ² ; c) are not used for heavy manufacturing, metal/food processing, or noxious, offensive or hazardous industries.	Not applicable.
PC35 Roads are provided so as to form a road hierarchy, with each road serving a particular function according to the intended land use characteristics of the estate, expected traffic volumes and types, and external existing and future road linkages to anticipated development on adjoining lots.	AS35.1 Concept plans submitted with reconfiguration and/or development applications identify all roads proposed to be upgraded and/or newly constructed and their intended function within a road hierarchy. AS35.2 Concept plans submitted with reconfiguration and/or development applications identify road connections with adjacent allotments that will promote connectivity; and	Not applicable. Not applicable.



	AS35.3 Proposed road hierarchies are consistent with hierarchy identified on LAP Map 29.5 – Transport Infrastructure.	Not applicable.
PC36 The width, pavement, curvature, sight distances, intersections, turning radii and design features of roads convey the particular function of each road with the hierarchy mentioned in AS36.3, and reflect the nature of traffic management. In particular, road design ensures the safe movement of heavy articulated vehicles.	AS36.1 Road design and construction is in accordance with Planning Scheme Policy 11 - Land Development Guidelines and the Table to this Acceptable Solution. AS36.2 Distances between intersections are not less than 60 metres. AS36.3 Streets intersect at right angles, or as near as topography or other limiting factors permit. AS36.4 Various vehicle control devices are used to regulate traffic speed and enhance pedestrian safety (such as traffic lights and illuminated pedestrian crossings). AS36.5 Paving surfaces, landscape treatment and signage are used to define entrances to the estate and joint use areas within the estate AS36.6 Road pavements are designed and constructed for long life, hard wearing and suitability to the load capacity of expected vehicles. AS36.7 Median strips, roundabouts and footpaths are to be aesthetically treated and planted and paved accordingly; and AS36.8 The design of road networks avoids the use of culs-de-sac.	Not applicable. Not applicable. Not applicable. Not applicable. Not applicable. Not applicable. Not applicable.



PC37 The alignment of roads reflects the physical land characteristics, and provides adequate drainage and safety.	AS37.1 Road drainage is designed and situated along natural drainage courses. AS37.2 Road grades are established to avoid excessive grading, indiscriminate removal of ground cover and tree growth, and unnecessary topographical levelling.	Not applicable. Not applicable.
PC38 A network of pedestrian paths and cycleways is provided which considers: a) expected levels of pedestrian and cyclist activity; b) linkages between public transport, major employment activities, and parks; c) recreation opportunities along open space corridors; d) safe integration of users and vehicles, particularly at intersections; e) provision of end-of-journey facilities.	AS38.1 Concept plans submitted with reconfiguration and/or development applications identify all footpaths and, where appropriate, cycle paths proposed to be upgraded and/or newly constructed. AS38.2 Footpaths are provided as follows: a) throughout the main strip of Yatala township; b) on at least one side of all major industrial roads, shown on LAP Map 29.5 - Transport Infrastructure; c) as specified in any relevant Council adopted strategy. AS38.3 Cycle paths are provided along major open space corridors, such as alongside the Albert River and Upper and Lower Sandy Creek, or as specified in any relevant adopted Council strategy. AS38.4 Paths are designed and constructed in accordance with Council standards and AUSTROADS Part B. AS38.5 Features such as signs, road markings, lighting, paving, bollards and street furniture are provided to enhance the safety and amenity of foot/cycle paths.	Not applicable. Not applicable. Not applicable. Not applicable. Not applicable.



	AS38.6 Individual establishments, particularly those with 100 employees or more, provide bike racks, showers/change rooms, and other-end-of journey facilities.	Not applicable.
PC39 The road network is designed to accommodate the extension and integration of the public transport system, with accessible linkages and routes and stops providing for passenger comfort without obstructing traffic flow.	AS39.1 Bus routes are located along the major industrial roads shown on LAP Map 29.5 – Transport Infrastructure , or as specified by Council's City Transport Plan . AS39.2 Road design and construction incorporates bus lay-bys and sheltered passenger waiting areas at regular intervals along bus routes, or as specified in any relevant Council strategy.	Not applicable. Not applicable.
PC40 Site access is designed and constructed to provide for the safe ingress/egress of vehicles to the site.	AS40 Vehicular access to the site is designed and constructed in accordance with Council, Department of Main Roads and AUSTROAD standards, and/or the following minimum requirements: a) comprises a single vehicular driveway (entrance/exit), wherever possible; b) is not closer than ten metres to an intersecting street on the same side of the street; c) provides a minimum sight distance of 110 metres; d) shares adjoining property access driveways, wherever possible; e) always enters the street at right angles; f) where the site has frontage to two roads, access is taken off the secondary/minor road, if possible.	Not applicable.
PC41 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.	AS41 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.	Not applicable.
PC42 Provision is made for safe pedestrian and disabled access.	AS42.1 Pedestrian paths designed for disabled access are provided between building entrances, public footpaths and car parking areas.	Not applicable.



	AS42.2 Pedestrian paths are separated from vehicular driveways.	Not applicable.
PC43 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.	AS43 No acceptable solution provided.	Not applicable.
PC44 The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.	AS44 No acceptable solution provided.	Consistent with PC44. The proposal shall comply.
PC45 Conflicts between urban and rural uses are to be avoided by effective development design.	AS45 The development of land adjacent to the agricultural character areas includes a suitable buffer.	Not applicable.
PC46 Extractive industry operations are managed to make effective use of the extractive resource, while containing any impacts on the subject site.	AS46 The extractive industry is managed and developed consistent with the Extractive Industry Domain Place Code.	Not applicable.
PC47 Internal driveways are provided for safe and easy manoeuvring of vehicles.	AS47.1 Internal driveways are designed and constructed to enable all vehicles to enter and exit the site in a forward motion. AS47.2	Not applicable. Not applicable.



	Minimum driveway widths are as follows: a) six metres to accommodate non-articulated vehicles; b) nine metres to accommodate articulated vehicles; c) 4.5 metres for one-way driveways.	
PC48 On-site vehicle parking is provided to meet expected demand, having regard to: a) the size of the proposed workforce; b) the likely number of visitors to the site; c) the likely size and number of service and transport vehicles to be on the site at any one time; d) on-site parking and loading/unloading activities within sites; e) the availability of conveniently located onstreet parking; f) any possible future expansion, redevelopment or change of use.	AS48.1 The number of car parking spaces provided on- site generally meets the standards set out in Constraint Code 4 - Car Parking, Access and Transport Integration. AS48.2 For multi-unit or multi-use developments, the total car parking provided is an aggregate of the standard parking required for each individual unit and/or component use. AS48.3 A lesser provision may be acceptable where it can be demonstrated, to Council's satisfaction, that the parking needs of a particular development will be adequately met. Where less than the standard amount of parking is provided, the left over space is retained as landscaped open space and placed so as to be suited to ready conversion to additional parking, should the use of the site change and/or the actual car parking demand rise.	Not applicable. Not applicable. Not applicable.
PC49 On-site vehicle parking is located: a) to allow easy access to building entrances; b) to provide visitor spaces for short term/high turnover use clearly visible from the street and signposted accordingly; c) to be adequately screened from the street; d) compatible with surrounding development and, where possible, facilitating shared use with adjacent land users.	AS49.1 In areas where visual amenity is important and/or where relatively large amounts of parking are provided, parking areas are generally situated to the rear or side of the site. In particular, employee parking is situated at the rear of the site, with staff entrances at the rear of the building. AS49.2 Some parking may be located toward the front of the site convenient to the street, provided it is behind landscaping strips and treated aesthetically. AS49.3 Short term/high turnover visitor parking and disabled	Not applicable. Not applicable. Not applicable.



	parking spaces are located close to the main building entrance and clearly signposted. AS49.4 Driveways and parking areas may be constructed to property boundaries and linked to adjoining car parking areas. Similarly, loading areas may be located to facilitate shared turning areas across property boundaries.	Not applicable.
PC50 All loading and unloading activities take place onsite, unless access is from a service street and effectively screened.	AS50 Loading docks are located in the side or rear portions of the site, separate from public/visitor parking and access points, and screened by vegetation or walls to avoid public view.	Not applicable.
PC51 Adequate provision is made for on-site manoeuvring of heavy vehicles.	AS51.1 On sites over 4,000m² and/or where the uses thereon involve regular servicing by heavy vehicles, on-site service areas are provided. On-site service areas comprise an area of land with an appropriate hard surface to enable a heavy vehicle to turn around within the site (based on standard design turning templates given by AUSTROADS AS 2890.1, 2890.2), and space for additional service vehicle parking and storage requirements. AS51.2 It may be acceptable for two or more developments to share heavy vehicle turning areas.	Not applicable. Not applicable.
PC52 The design and provision of water, stormwater drainage, sewerage, electricity, gas and communications networks meets the needs of industry and business, and provides an orderly and economic progression of service development in the region.	AS52.1 The design and supply of water, stormwater drainage, sewerage, electricity, gas and communication services is in accordance with the requirements of Planning Scheme Policy 11 – Land Development Guidelines and the responsible authority (eg. Telstra, Queensland Electricity Boards, and Queensland Emergency Services). AS52.2 Car park entrances and ramps, loading docks and access ways are minimised, suitably designed and treated to	Consistent with AS52.1. The proposal shall comply. Not applicable.



	ensure that they do not adversely impact on the streetscape and adjoining development.	
PC53 Conflicts between pedestrians and vehicles at entrance points to parking areas are to be minimised.	AS53.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function. AS53.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.	Not applicable. Not applicable.
PC54 Development is to be designed to support the functional operation of the cycle network.	AS54 Development is designed to support the functional operation of the local and regional cycleway system. (Local cycle ways will be determined at time of subdivision of each development.).	Not applicable.
PC55 Commercial developments are to include public convenience facilities, where there is a need for their provision.	AS55 Where provided, public toilet facilities are open and readily accessible to the general public during retail trading hours or other trading hours relevant to the development.	Not applicable.



Natural Wetland Areas and Natural Waterways

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
PC1 Prior to commencing the development design: a) the ecological features and functions located on and/or adjacent to the site must be identified and assessed; b) any ecologically significant areas, including any wetland, aquatic and riparian areas, or degraded areas suitable for rehabilitation to become ecologically significant, and located on and/or adjacent to the site, must be identified.	AS1 An ecological assessment is prepared by a suitably qualified and experienced person in accordance with Planning Scheme Policy 8- Guidelines for Preparing Ecological Site Assessments during the Development Process.	Not applicable.
PC2 Ecologically significant areas must be protected and maintained.	AS2 Development does not occur within an ecologically significant area, including wetlands, aquatic and riparian communities.	Complies with AS2. Proposal provides a suitable buffer distance to Sandy Creek.
PC3 Ecologically significant areas must not be negatively impacted upon, either directly or indirectly, by activity resulting from the establishment and operation of the development.	AS3 No acceptable solution provided.	Complies with AS3. A suitable buffer to Sandy Creek protects its environmental values.
PC4 All development (including structures, fill, infrastructure and services) must be set back from any ecologically significant areas, including wetlands, aquatic and riparian communities, to enable: a) the continued ecological function of the area; and b) access to the area for maintenance and management purposes.	PC4 No acceptable solution provided.	Complies with PC4.
PC5 The degraded wetland and waterway areas, ecological corridors and buffer areas that are important to the viability of ecologically significant areas must be rehabilitated as near as is practical to the naturally occurring composition of plant species, and respond to the habitat requirements of fauna.	AS5.1 The degraded area identified in the approved Ecological Site Assessment as requiring rehabilitation is rehabilitated in accordance with an approved Rehabilitation Plan utilising local endemic species and stock that: a) reflects the species composition of native remnant vegetation on the site or surrounds; b) consolidates existing habitats on the site; c) does not displace native flora species or degrade fauna habitat.	Not applicable.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
	AS5.2 A detailed Landscape Plan, incorporating the rehabilitation, is prepared in accordance with Planning Scheme Policy 13 – Landscape Strategy Part 2 - Landscape Works Documentation Manual.	Not applicable.
PC6 The natural hydrological regimes of wetlands and waterways, including natural water quality, quantity and groundwater conditions, must be maintained and enhanced.	AS6 A Stormwater Management Plan which is prepared for the site in accordance with the Stormwater Management and Water Quality Guidelines demonstrates that: a) stormwater is treated prior to discharge into the wetland or waterway; b) stormwater is discharged at appropriate areas of the waterway; c) the velocity and quality of stormwater to be discharged into the wetland or waterway does not degrade the environmental values of the wetland or waterway; d) the development will not impact on the geohydrology affecting the wetland or waterway.	Consistent with AS6. A Stormwater Management Plan accompanies this application.
PC7 The ecologically significant areas must be buffered from effluent/irrigation treatment plants/disposal areas to ensure that suitable areas are provided for the treatment of wastewater, prior to entering into the existing groundwater system and adjoining waterway and wetland areas.	AS7 Where development is proposed to occur on unsewered land, any on –site wastewater disposal facility is to comply with the requirements of Part 7, Division 3, Chapter 17 – Unsewered Land Constraint Code.	Not applicable.
PC8 Buffers must be provided incorporating development setback/s of dimensions and characteristics that will ensure that the development does not result in a negative impact upon the long-term viability of the ecologically significant areas (including any wetland, aquatic and riparian communities) located on and/or adjacent to the site. Vegetated buffers should also include groundcover and shrubs, where the natural constraints of the site allow this.	AS8.1.1 Buffer/s of not less than 100 metres width, incorporating vegetated and degraded areas requiring rehabilitation, are provided between the development and a freshwater or tidal wetland and associated riparian communities, as identified on Overlay Map OM11 - Natural Wetland and Waterway Areas. OR AS8.1.2 Buffer/s are provided of dimensions and characteristics that	Consistent with AS8.1.1 to AS8.6.1. Proposal complies with existing subdivision buffer distances.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
	will protect the long-term viability of any freshwater or tidal wetlands and their associated riparian communities, as identified on Overlay Map OM11 – Natural Wetland Areas and Natural Waterways, in accordance with expert ecological advice provided as part of the Ecological Site Assessment. OR AS8.1.3 Buffer/s of not less than 60 metres width, incorporating vegetated and degraded areas requiring rehabilitation, are provided between the development and a waterway identified as a Major Linkage (Water Based) and associated riparian communities, as identified on Overlay Map OM11 - Natural Wetland Areas and Waterways. OR AS8.1.4 Buffer/s are provided of dimensions and characteristics that will protect the long-term viability of Major Linkages (Water Based) and associated riparian communities as identified on Overlay Map OM11 - Natural Wetland Areas and Natural Waterways, in accordance with expert ecological advice provided as part of the approved Ecological Site Assessment. OR AS8.1.5 Buffer/s are provided of 30 metres width, incorporating vegetated and degraded areas requiring rehabilitation, between the development and any waterways identified as an Other Natural Waterway and associated riparian communities, as identified on Overlap Map OM11 - Natural Wetland and Waterway Areas. OR AS8.1.6	

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
	Buffer/s, of dimensions and characteristics that will protect the long-term viability of any Other Natural Waterways and their associated riparian communities, as identified on Overlay Map OM11 - Natural Wetland and Waterways, are in accordance with expert ecological advice provided as part of the approved Ecological Site Assessment. <i>Note: The buffer width for wetlands is measured from the outer, landward boundary of the mapped Freshwater or Tidal Wetland, as shown on Overlay Map OM11 – Natural Wetland Areas and Natural Waterways, or as defined through an approved Ecological Assessment The buffer width, on each side of the waterway, is measured from the top of the high bank or from the outer landward boundary of a mapped riparian community, as shown on Overlay Map OM11- Natural Wetland Areas and Natural Waterways, or as defined through an approved Ecological Assessment.</i>	
PC9 Ecological corridors must be provided of dimensions and characteristics that can be demonstrated will effectively link ecologically significant areas on and/or adjacent to the site, in order to facilitate the effective movement of flora and fauna using the site and surrounds.	AS9.1 Ecological corridors of not less than 100 metres are provided on-site and link ecologically significant areas either within or adjacent to the site. AS9.2 Ecological corridors of dimensions and characteristics that are sufficient to facilitate the movement of flora and fauna between ecologically significant areas located on and/or adjacent to the site are provided in accordance with expert ecological advice provided as part of the approved Ecological Site Assessment	Not applicable. Not applicable.
PC10 Management arrangements must facilitate the conservation and protection of ecologically significant areas, ecological corridors and buffers.	AS10.1 Ecologically significant areas, buffers and ecological corridors, identified in the Ecological Assessment, are: a) dedicated as Public Open Space, where required for public access or for some other public purpose consistent with their ecological values and functions; or b) incorporated within Private Open Space and included	Not applicable.



PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
	within a Voluntary Statutory Covenant under the Land Title Act 1994. AS10.2 An Open Space Management Plan has been prepared, in accordance with Part 7, Division 2, Chapter 21 – Specific Development Code - Landscape Work	Not applicable.
PC11 The number of vehicular and pedestrian crossings over or through ecologically significant areas on the site (in particular, the wetland, aquatic and riparian communities) must be minimised.	AS11.1.1 Vehicular and/or pedestrian accessways do not cross over or through ecologically significant areas (in particular, wetland, aquatic and riparian communities) on the site. OR AS11.1.2 Any vehicular and/or pedestrian accessways that cross over or through ecologically significant areas (in particular, wetland, aquatic and riparian communities) on the site are designed to: (a) minimise the area of disturbance; (b) facilitate the unimpeded movement of fauna.	Not applicable. Not applicable.



Works for Infrastructure

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
Road Design and Construction		
PC1 All roads must be designed and constructed to address connectivity, functionality, safety and serviceability of the road network and to ensure a functional road hierarchy.	AS1 The road is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	Not applicable.
Stormwater Drainage Design and Management		
PC2 Stormwater drainage design and construction must: a) integrate hydrologic and hydraulic elements; b) demonstrate a feasible and functional drainage system; and c) not cause adverse stormwater drainage impacts on areas external and internal to the site.	AS2.1 Stormwater drainage system is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines . AS2.2 The stormwater drainage system connects to a legal point of discharge.	Consistent with AS2.1. Consistent with AS2.2.
Street Lighting		
PC3 Street lighting must be provided to enhance safety and amenity of pedestrians and to improve traffic operations at intersections and hazardous locations.	AS3 Street lighting is designed and located in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	Not applicable.
Water Supply Reticulation Design		
PC4 Water supply reticulation must be provided to convey potable water to all properties with adequate quality, pressure and volume of flow for household and fire fighting purposes. (Except properties in the Rural and Conservation Domain).	AS4 Water supply reticulation is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	Not applicable.
Sewerage Reticulation Design		
PC5 Sewerage reticulation must be provided to ensure	AS5 Sewerage reticulation is designed and constructed in	Not applicable.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
adequate quality, having regard to health and environmental issues relating to the provision of sewer infrastructure.	accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	
Open Space Design		
PC6 Open space areas must be designed to an appropriate standard, having regard to their intended recreational and environmental values	AS6 Open space areas are designed and embellished in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	Not applicable.
Off Street Vehicle Parking		
PC7 Car parking areas must be located and designed to encourage their use in preference to on street parking, having regard to relative walking distances and visibility from the road.	AS7 Car parking areas area located and designed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	Not applicable.
Driveways		
PC8 Driveways must be designed to ensure convenient access of vehicle to road, including manoeuvring of heavy vehicles and service vehicles.	AS8 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	Not applicable.
Developer Infrastructure Contributions		
PC9 Infrastructure developer contributions must be provided in accordance with the Priority Infrastructure Plan.	AS9 No Acceptable Solution provided.	Consistent with PC9. The proposal shall comply.
PC10 For premises identified on Overlay Map OM25 – Future Water Innovations as being within the Pimpama-Coomera Water Future Master Plan Area, a dual water reticulation system must be provided to enable future conveyance to the development of recycled water for non-potable uses in addition to the conveyance of potable water.	AS10.1 A dual water reticulation system is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines . AS10.2 The development is connected to Council's potable water and recycled water supply reticulation systems at any points nominated by Council.	Not applicable.
PC11 For premises identified on Overlay Map OM25 –	AS11 Reduced infiltration gravity sewers are designed and	Not applicable.



PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
Future Water Innovations as being within the Pimpama-Coomera Water Future Master Plan Area, sewerage infrastructure must be designed to minimise inflow and infiltration.	constructed in accordance with the relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	



Bushfire Management Areas

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
Bushfire Hazard		
PC1 The fire mitigation methods used at the site must be adequate for the Potential Bushfire Hazard rating of the individual site, having regard to: a) vegetation type; b) slope; c) aspect; d) on-site and off-site fire hazard implications of the development; e) bushfire history; f) conservation values of the site; g) ongoing maintenance.	AS1.1.1 A Fire Management Plan has been prepared in accordance with Planning Scheme Policy 9 – Guidelines for Preparing Fire Management Plans, and the development complies with the Fire Management Plan. OR AS1.1.2 The development is for a detached dwelling, located within a lot that has been created by a residential subdivision approval under one of the superseded Planning Schemes (ie. the lot is intended to be serviced by sewerage reticulation) and the development complies with the conditions of the subdivision approval. OR AS1.1.3. A written assessment by a competent person confirms that the subject site is of Low Potential Bushfire Hazard or has a lower rating; accordingly specific fire mitigation measures are not mandated for the development.	Not applicable.
Siting		
PC2 Buildings must be sited to minimise the Potential Bushfire Hazard and maximise the protection of life and property from bushfire. Note: This does not apply to sites where a written assessment by a competent person confirms that the subject site is of Low Potential Bushfire Hazard or has a lower rating.	AS2.1 Houses are located away from the most likely direction of a fire front, or on a flat site at the base of the slope (refer Figure 2-1). AS2.2 The Fire Management Plan clearly identifies the preferred location of building sites, and the building is located within these areas.	Not applicable.



PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
Building Design and Construction		
PC3 A building proposed in a designated Bushfire Prone Area (ie. in an area confirmed through site-based assessment to be subject to High or Medium Potential Bushfire Hazard) must be designed and constructed to maximise the protection of life and property from bushfire.	AS3 The building is constructed in accordance with the requirements of the Building Code of Australia and, where relevant, AS3959-1999 – Construction of Buildings in Bushfire-Prone Areas.	Not applicable.
Private Water Supply – In Areas with No Water Reticulation		
PC4 The development proposed in a High and/or Medium Potential Bushfire Hazard Area must provide an adequate water supply for fire fighting purposes.	AS4.1.1 The property contains one dwelling, and the water supply has a volume of water not less than 5,000 litres, and is either: a) a separate tank; and/or b) a reserve section in the bottom part of the main water supply tank; and/or c) a swimming pool installed immediately upon construction of the dwelling OR AS4.1.2 The property contains more than one dwelling and the water supply is provided to protect each individual dwelling, and has a volume of water not less than 10,000 litres, and is: a) a separate tank; and/or b) a reserve section in the bottom part of the main water supply tank; and/or c) a swimming pool installed immediately upon construction of the home.	Not applicable.
PC5 In areas of High and/or Medium Potential Bushfire Hazard, all on-site water supply tanks, including domestic water supply tanks, must be fitted with the standard rural fire brigade fittings for emergency fire fighting purposes.	AS5 The water supply is fitted with a 50mm male camlock (standard rural fire brigade fitting).	Not applicable.



PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
PC6 Water supply provided for fire fighting purposes must be safely located and freely accessible for fire fighting purposes at all times.	PC6 Water supply provided for fire fighting purposes must be safely located and freely accessible for fire fighting purposes at all times.	Not applicable.
Private Water Supply – In Areas with Water Reticulation		
PC7 The water supply must be reliable, and have sufficient flow and pressure requirements for fire fighting purposes at all times.	AS7 The development is proposed in a High and/or Medium Potential Bushfire Hazard Area, and reticulated water is supplied in accordance with Planning Scheme Policy 11 – Land Development Guidelines .	Consistent with AS7.
Public Water Supply – In Areas with No Water Reticulation		
PC8 The development proposed in a High and/or Medium Potential Bushfire Hazard Area must provide an adequate water supply which is readily accessible to fire brigades for fire fighting purposes.	AS8.1 Where public water supplies, fire hydrants, public water storage or permanent waterways do not exist, water tanks are provided on public land within the development. The water tanks: a) hold a volume of at least 22,500 litres; b) are of concrete construction; and c) fitted with a 50mm male camlock (standard rural fire brigade fitting).	Not applicable to AS8.1.
	AS8.2 A hardstand area is provided not more than six metres from the water supply outlet.	Not applicable to AS8.2.
Clearing and Landscaping		
PC9 The development proposed in a High and/or Medium Potential Bushfire Hazard Area must undertake appropriate vegetation clearing and landscaping to mitigate fire hazard.	AS9 The Fire Management Plan addresses appropriate vegetation clearing and landscaping. Note: Part 7, Chapter 36 – Vegetation Management specifies the maximum area of clearing permitted by the Planning Scheme for bushfire hazard mitigation. The Fire Management Plan may recommend lesser clearing on the basis of the specific nature of the development	Not applicable.



PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
	<i>and of the site and the use of alternative fire hazard mitigation measures such as landscaping with fire retardant species.</i>	
Fire/Maintenance Trails		
PC10 Fire/maintenance trails must be provided to: a) enable access for fire fighters, residents and equipment; b) mitigate against fire hazard; and c) allow fuel reduction activity.	AS10.1 The development is proposed in a Medium Potential Bushfire Hazard Area, and the subdivision design incorporates fire/maintenance trails located as close as possible to the boundaries of the lots and the adjoining bushland. AS10.2 The fire/maintenance trail has: a) a minimum cleared width of six metres; b) a minimum formed width of four metres; and c) a maximum gradient of 16%, with adequate drainage to prevent soil erosion and minimise ongoing trail maintenance. AS10.3.1 Vehicular links are provided along the fire/maintenance trail either to existing fire/maintenance trails or roads, and these links are designed having regard to the topography of the site, fire fighter safety and the need to regularly access water supplies. AND AS10.3.2 The fire/maintenance trail has vehicular access at each end, and links either to existing fire/maintenance trails or roads. OR AS10.3.3 Vehicular access at each end of fire/maintenance trails does not exist, and a turning circle is provided for turning of fire fighting vehicles. OR AS10.3.4	Not applicable to AS10.1 to AS10.5.3.



PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
	Vehicular access at each end of fire/maintenance trails does not exist, and a 'T' or 'Y' shaped turning bay is provided for turning of fire fighting vehicles. AS10.4 The fire/maintenance trail provides areas for vehicles to pass or turn at intervals of not more than 400 metres and with a maximum grade of 5% (1 in 20). AS10.5.1 Fire/maintenance trails are located on public land (including public open space areas) to facilitate access for fire brigades. OR AS10.5.2 Fire/maintenance trails are located on public land (including public open space areas) to facilitate access for fire brigades and other purposes, such as pedestrian and cycling access. OR AS10.5.3 Fire/maintenance trails are located on the site, and an access easement is granted in favour of Council and fire brigades.	
Advice to New Residents		
PC11 Reconfiguring a Lot occurs in a High and/or Medium Potential Bushfire Hazard Area and new residents must be informed about: a) the potential bushfire hazard on their site; b) their responsibility for fire management; and c) the measures available for ongoing fire hazard mitigation.	AS11 A copy of the Fire Management Plan is provided to each resident for the information of occupants.	Not applicable.
Vehicular Access		
PC12 The vehicular access (including internal roads) must be designed to mitigate against bushfire hazard by	AS12.1 The development is proposed in a High Potential Bushfire Hazard Area, and the Reconfiguring a Lot	Not applicable.



PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
ensuring adequate access for: a) fire fighting and other emergency vehicles; and b) the evacuation of residents and emergency personnel, in the event of an emergency.	design incorporates a perimeter road that: a) is located between the boundary of the lots and the adjacent bushland; b) has a minimum cleared width of 20 metres; c) has a constructed road width of six metres; and d) is constructed to an all weather standard (refer Figure 2-2). AS12.2 The road design is capable of providing access for fire fighting and other emergency vehicles, in accordance with Planning Scheme Policy 11 – Land Development Guidelines . AS12.3 Reconfiguring a Lot is proposed to occur in a High Potential Bushfire Hazard Area, and all roads are through roads and <i>culs-de-sac</i> are not utilised (refer Figure 2-2). AS12.4.1 Reconfiguring a Lot is proposed to occur in a Medium Potential Bushfire Hazard area, and <i>culs-de-sac</i> are not more than 200 metres in length, and intersect or are met by a cross road or connecting road. OR AS12.4.2 Reconfiguring a Lot is proposed to occur in a Medium Potential Bushfire Hazard area, and <i>culs-de-sac</i> are utilised, and an alternative access links the <i>cul-de-sac</i> to other through roads.	
Lot Layout		
PC13 In areas of High and/or Medium Potential Bushfire Hazard, access and internal roads must be constructed for the safe and effective operational use of the water supply and equipment on the fire fighting vehicles.	AS13 The development is proposed in a High and/or Medium Potential Bushfire Hazard Area, and roads are designed and constructed in accordance with Planning Scheme Policy 11 – Land Development Guidelines .	Not applicable.
PC14 The lot layout of residential developments must be	AS14 Residential lots are not located wholly within a High	Not applicable.



PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
designed to mitigate any Potential Bushfire Hazard and provide safe sites for dwellings.	Potential Bushfire Hazard Area, and the building envelope is located in a lower Potential Bushfire Hazard Area of the site.	
Land Use		
PC15 Any Material Change of Use, other than a detached dwelling, must not result in a high concentration of people living or congregating in a High Potential Bushfire Hazard Area.	AS15 The following uses are inappropriate in the High Potential Bushfire Hazard Area: a) educational establishment; b) hospital; c) aged persons accommodation; d) caravan park; e) child care centre; f) community care centre; g) corrective institution; h) ecotourism facility; i) minor tourist facility; or j) tourist cabins.	Not applicable.



Steep Slopes or Unstable Soils

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
Site Slope Constraints		
PC1 Building work must be responsive to the constraints of steep sloping land.	AS1.1.1 Building work is not undertaken on land with a maximum slope exceeding 20% in urban areas and 25% in non-urban areas. OR AS1.1.2 The development is for a detached dwelling, located within a lot that has been created by a residential subdivision approval (ie. the lot is intended to be serviced by sewerage reticulation) and the development complies with the conditions of the subdivision approval and any subsequent operational works approval.	Consistent with AS1.1.1.
Built Form and Character		
PC2 The building style and construction methods used for development on sloping sites must be responsive to the constraints and building designs of steep slopes.	AS2.1 A split-level building form is utilised. AS2.2 A single plane concrete slab is not used except where the development is for a detached dwelling, located within a lot that has been created by a residential subdivision approval (ie. the lot is intended to be serviced by sewerage reticulation) and the development complies with the conditions of the subdivision approval and any subsequent operational works approval. AS2.3 Areas between the building's floor and the ground level, or between outdoor deck areas and the ground level, are screened from view by using lattice screen and/or landscaping.	Not applicable to AS2.1 to AS2.3.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
Visual Impact		
PC3 Development on steep slopes must minimise any impact on the landscape character of the City's rural, urban and hinterland areas.	AS3.1.1 Development on steep slopes is designed to not detract from the significant landscape character values identified in Planning Scheme Policy 12 – Landscape Strategy Part 1 – Landscape Character: Guiding the Image of the City. OR AS3.1.2 Development on steep slopes is designed and located to avoid protruding above the surrounding tree level or above any significant ridgelines.	Not applicable.
Stormwater Drainage		
PC4 Development on steep slopes must ensure that the quality and quantity of stormwater traversing the site must not cause any detriment to the natural environment or to any other sites.	AS4 All stormwater drainage discharges to a lawful point of discharge and does not adversely affect downstream, upstream, underground stream or adjacent properties, in accordance with Council's Best Practice Guidelines for Stormwater Pollution from Building Sites.	Consistent with AS4.
Cut and Fill Work		
PC5 All cut and fill work must not create a detrimental impact on the slope stability, erosion potential or visual amenity.	AS5.1.1 The height of cut and/or fill, whether retained or not, does not exceed: a) 900mm adjoining a public area; b) 1200mm adjoining a residential site; c) 2500mm adjoining a non-residential site. OR AS5.1.2 Cuts in excess of those stated in AS5.1.1 are separated by terraces with a minimum width of 1.2 metres that incorporate drainage provisions in accordance with Council's Best Practice Guidelines for Stormwater Pollution from Building Sites	Not applicable.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
	AS5.2 No crest of any cut or toe of any fill, or any part of any retaining wall or structure, is located closer than 600mm to any boundary of the property, unless the prior approval of both landowners and the Council, or its delegate, has been obtained. AS5.3 Cut and/or fill on slopes steeper than 1V:2H are retained at the time of earthworks by retaining structures or other stabilisation methods, in accordance with Council's Best Practice Guidelines for Stormwater Pollution from Building Sites. AS5.4 Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, dense landscaping or other protective measures, in accordance with Council's Best Practice Guidelines for Stormwater Pollution from Building Sites.	
Slope Stability		
PC6 All development on land within the medium, high and very high hazard rating identified on Overlay Map OM16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard must apply measures to minimise the hazard risk.	AS6 A Stability Report, prepared by a registered professional engineer appropriately experienced in slope stability matters, is used to assess the stability of the land and provide construction measures to support the construction of the development.	Not applicable to PC6.
Documentation		
PC7 Development proposed on slopes with a Land Slip Hazard Rating of medium, high and very high identified on Overlay Map OM16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard must be supported by a report which incorporates adequate documentation of geotechnical stability of the site.	AS7.1 A Geotechnical Assessment Report is prepared which incorporates at least the following information: a) boundary dimensions; b) location of easements; c) existing services, such as sewer, stormwater, water, gas, electricity, telephone and other utility	Not applicable to PC7.



PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
	services; d) contour lines to AHD (500mm vertical intervals); e) street front kerb location, cross over, side gully pits locations; driveway location and slope; f) off-street parking locations; building location and setback dimensions; g) earthwork details and building pad levels; h) retaining wall location, extent, height and offset from boundaries; i) existing and proposed on-site drainage system; j) identification of trees to be removed or retained; k) fencing extent, location, height, material and type; l) swimming pool location, level and depth; m) ancillary structures, such as pergolas and sheds; n) landscaping, lawn areas, paved areas, mass planting areas and trees. AS7.2 A Geotechnical Site Analysis includes, but is not limited to, a: a) Stability Assessment Report; b) Landslide Hazard Rating Analysis; c) Foundation Investigation Report (ie. a soil test report).	
Site Slope Constraints		
PC8 All subdivisions containing slope exceeding 25% must ensure that a development site suitable for its intended use can be created within each individual new lot.	AS8 A Slope Stability Report, which is certified by a registered professional engineer, demonstrates that a site is suitable for building purposes, and: a) identifies the stability risk; b) addresses potential stability problems.	Not applicable to PC8.
Access		
PC9 Subdivision on steep slopes must ensure that safe and efficient access by vehicles and pedestrians can be achieved.	AS9.1 The development area within every lot is accessible by a legal road access, in compliance with Planning Scheme Policy 11 – Land Development Guidelines,	Not applicable to PC9.



PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIANCE
	Section 3.4.6. AS9.2 Driveways internal to the site are not steeper than 25% (1V:4H).	