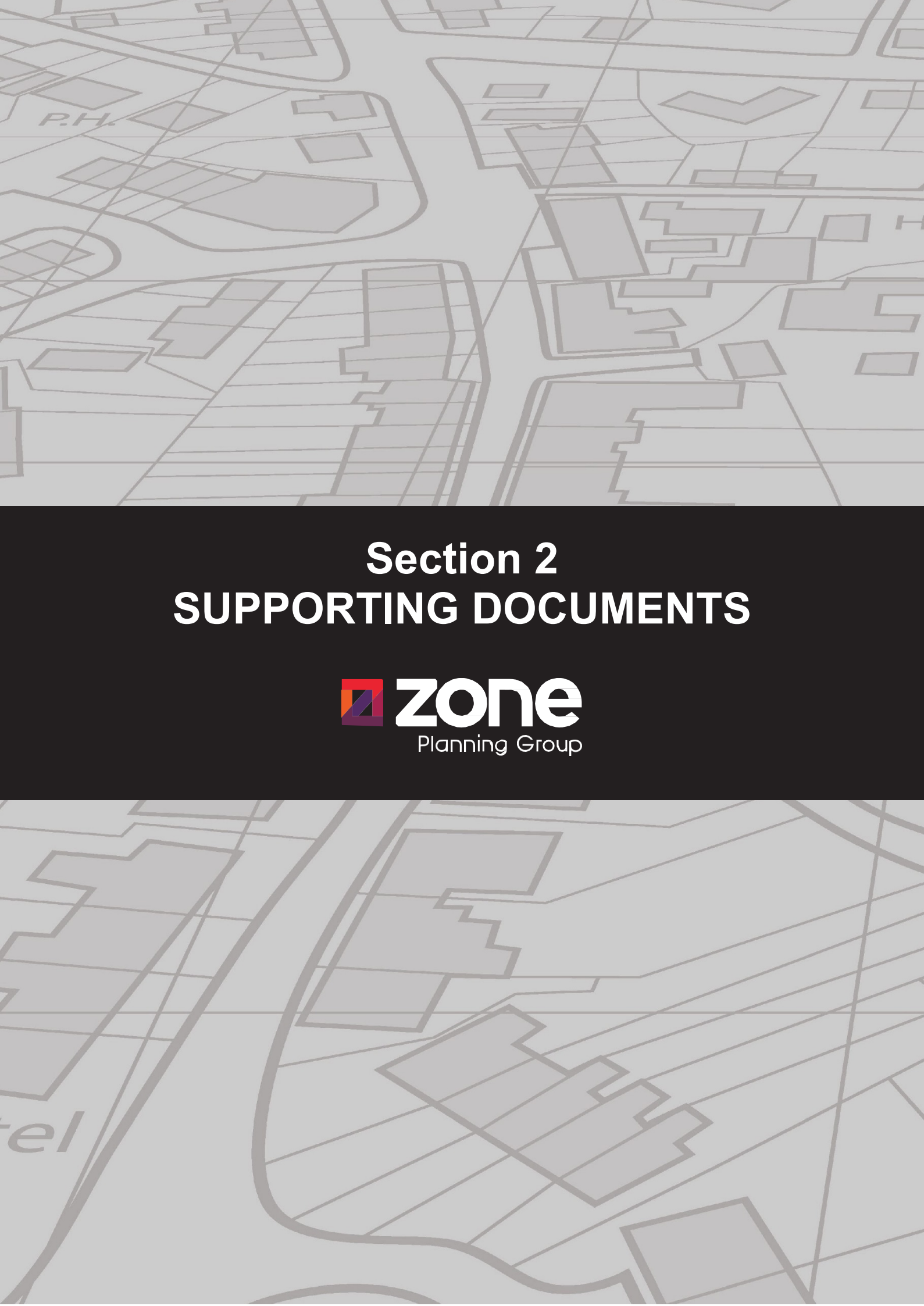




Section 2

SUPPORTING DOCUMENTS





zone

Planning Group

Planning Assessment Report

DEVELOPMENT PERMIT

Material Change of Use
for Dwelling Houses (Plan of Development)

and

Reconfiguring a Lot
(237 Lots, Park and Road)

May 2019

Z16163

79, 89, 91, 97 and 99 Courtney Drive
UPPER COOMERA



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Issue	Date	Prepared by	Checked By
Draft	28/08/2018	NW	DG
Revision 1	16/10/2018	NW	DG
Version 2	30/04/2019	NW	DG
Client Review	21/05/2019	AB	NW

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Appendix 1	Development Assessment Codes: ▪ Rural Residential & Rural Zone Codes ▪ Reconfiguring a Lot Code ▪ General Development Provisions Code ▪ Transport Code ▪ Healthy Waterways Code
Appendix 2	State Planning Policy and Referral Mapping
Appendix 3	Prelodgement Meeting Minutes



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Executive Summary

Aspects of Development

TYPE OF DEVELOPMENT	LEVEL OF ASSESSMENT	APPROVAL SOUGHT
Material Change of Use (Plan of Development)	Impact	Development Permit
Reconfiguring a Lot	Impact	Development Permit

Overview of Application

Gallery Group (the applicant), seeks development approval for Material Change of Use for dwelling houses in accordance with a Plan of Development and Reconfiguring a Lot (subdivision to create 237 lots, park and new road) over land located at 79, 89, 91, 97, 99 Courtney Drive, Upper Coomera, more properly described as Lots 188-192 on RP173728.

The subject site is located in the Upper Coomera Investigation Area as identified by Gold Coast City Plan 2016. Council has identified a number of Investigation Areas across the City that may be appropriate to be converted from rural to urban purposes (subject to undertaking relevant studies) to assist in the provision of the City's urban land supply and to cater to the city's future population growth. It is noted priority has been placed on bringing forward Investigation Areas that are located within the urban footprint, are close to urban amenity/infrastructure, have limited fragmented ownership, and have constraints that will not detrimentally impact upon urban development.

As part of the prioritisation of the Investigation Areas, it is important to note that the Upper Coomera Investigation Area (of which the subject site is located within) has been identified as Council's top priority Investigation Area and has undergone extensive planning and consultation studies since 2014 establishing the 'Courtney Drive, Upper Coomera Investigation Area Study and draft Concept Plan' (refer to detailed chronology in Section 2). This Investigation Area Study and draft Concept Plan has been endorsed by Council and public consultation has been undertaken in regard to the Study and draft Concept Plan. Furthermore, it is the only Investigation Area in the city to be included in the City Plan Major Update 2 (now combined Major Update 2 and 3) to be rezoned from rural to urban, thereby demonstrating the planning need (and suitability of the site) for more urban land in the Upper Coomera area of which the subject development seeks to support.

It is important to note that substantial delay has occurred in Council progressing the City Plan 2016 Major Update 2 and 3 package with public advertising of the package having been delayed for more than 12 months (to date) with the latest advice from Council officers suggesting the package is now planned to be advertised around September 2019 (pending State interest sign off). It is understood that delay in progressing the Major Update package relates to matters raised through the State interest check; however, it is also understood that these matters are unrelated to the Upper Coomera Investigation Area which it is essentially caught up and delayed as a result of more contentious items contained in the broader package.

Whilst the applicant has actively worked with Council during this time and been extremely patient with the amendment process, further delay in the lodgement of the application is no longer possible, particularly due to the uncertainty as to when the update package will commence public advertising. Attention is brought to the recent 'fast tracked' tailored Major Update relating to Eggersdorf Road, Ormeau. It is understood that in



comparison to the Upper Coomera Investigation Area, significantly less planning studies, reporting, community engagement, and Council endorsement has been undertaken for this locality. Furthermore, this locality was identified as being of a far lower priority in terms its value for release as urban land in comparison to the Upper Coomera Investigation Area. It is understood that following a Variation Request application lodged to Council by the developer in 2018, the process to amend the City Plan to convert the land to urban (Emerging Community) was expedited and is now being fast tracked through the 'tailored' Scheme amendment process, essentially jumping the urban land release queue and the standard City Plan amendment process that the applicant's site has been forced to follow.

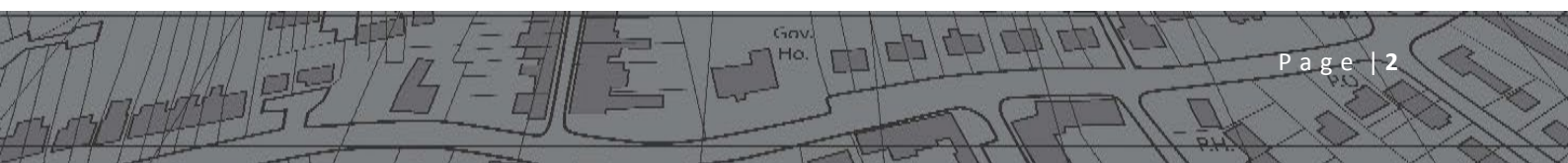
Whilst Gallery Group has been extremely patient to date and followed due process, the continued delay in the progression of the Major Update 2 and 3 package has forced this application to be submitted prior to the update package commencing public advertising to ensure contracts are not further put at risk and to protect the substantial investment made by Gallery Group which was made in good faith that the Scheme amendments would be facilitated in a reasonable and timely manner. It is considered Council's assessment of the application is low risk despite the update package not having commenced public advertising by virtue of the Upper Coomera Investigation Area not being an area of contention by the State through State interest checks, and due to public consultation exercises already undertaken by Council with matters raised in submissions incorporated into the proposed Upper Coomera Structure Plan/CLUM, of which it is submitted (and demonstrated by this report) that the development accords with.

Pursuant to the Gold Coast City Plan 2016 v6, the subject site has a Rural Residential Area land use designation as per the Strategic Framework Map 2 and is located within both the Rural Residential and Rural Zones. As mentioned above; however, it is important to note that a number of Council endorsed planning studies and community consultation process have been undertaken in regard to the proposed urbanisation of the Courtney Drive locale which will see the area reclassified to a Suburban Neighbourhood land use designation. More specifically, it is understood that the approved structure plan prepared as part of the investigation will form part of a new CLUM under the Emerging Community Zone. The site is located in the Urban Footprint as provided for by the South East Queensland Regional Plan 2017.

As identified in the Table of Assessment for Reconfiguring a Lot, the Rural Residential Zone provides for a minimum lot size of 4,000m² with an average lot size of 8,000m² as Code Assessable development; whilst the Rural Zone has a minimum lot size of 100Ha. As the development proposes lot sizes of a suburban scale (i.e. from 351m²), in line with that envisaged by the Courtney Drive Upper Coomera Investigation Area Study, the development triggers Impact Assessment and does not align with its current zoning as provided for by the City Plan.

The proposed Material Change of Use component relates to the establishment of a Plan of Development (POD) outlining design and siting provisions appropriate of a low density residential development (inclusive of small lots). The provisions predominantly relate to setback and site coverage design provisions.

The proposed Reconfiguring a Lot component seeks to subdivide the site into 237 residential allotments ranging in area from 351m² to 808m². Additionally, areas of public open space comprise 4.25Ha in the form of environmental park (1.572Ha), recreation park (2,708m²) and drainage (2.41Ha) to accommodate stormwater devices. New road constructed to a residential access street standard will contribute to the local road network for the development and broader locale. It is intended the development of the site will be undertaken in a staged approach.



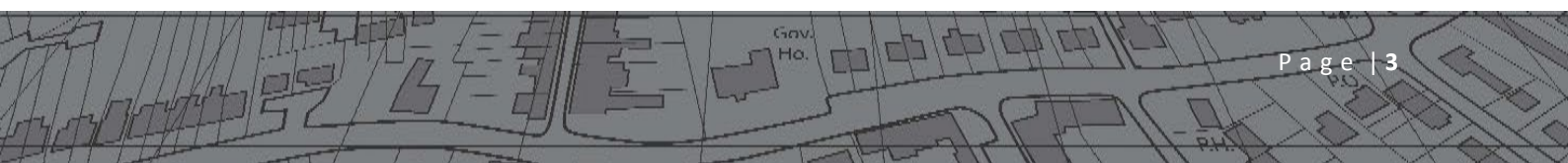


This report overviews the nature of the proposal and provides an assessment against the requirements of the relevant statutory planning documents, but most particularly, the foreshadowed City Plan amendment proposed to urbanise the locale. A Plan of Development and Subdivision Layout Plan have been prepared to facilitate the development and are included within **Section 3** of this submission. Specialist and technical reports have been prepared in support of the development application including a Stormwater Management Plan, Engineering Services Report, Water and Sewer Reports, Traffic Assessment, Ecological Assessment, Open Space Management Plan, Bushfire Management Plan, Earthwork/Civil Plans, Bushfire Management Plan and Statement of Landscape Intent and are included in **Section 4** of this submission. These documents have been informed by the planning investigations and studies that have been prepared as part of the City Plan amendment process.

It is acknowledged that this application conflicts with the current relevant codes of the City Plan 2016 (v6) given its inclusion in the Rural/Rural Residential Zones. Of note, the Strategic Framework, specifically Element 3.3.7 and Strategic Framework Map 1 (SFM1) identifies the intent for this locality to be the subject of investigations to convert the land for urban purposes. This application relies upon this provision and the further studies now informing the City Plan amendment process that is underway as well as 'relevant matters' that lend support to the development.

In summary, the proposed development contributes to much needed urban land supply in the northern area of the site and has excellent access to urban infrastructure, amenity and facilities, and provides a logical extension of the existing suburban residential neighbourhood located to the east and further to the south. The development has been designed to protect conservation areas and incorporates pockets of green space throughout the development providing an extension to the existing recreation and green space network in the area.

It is therefore requested that the application be approved subject to reasonable and relevant conditions.





1.0 Site & Surrounding Environment

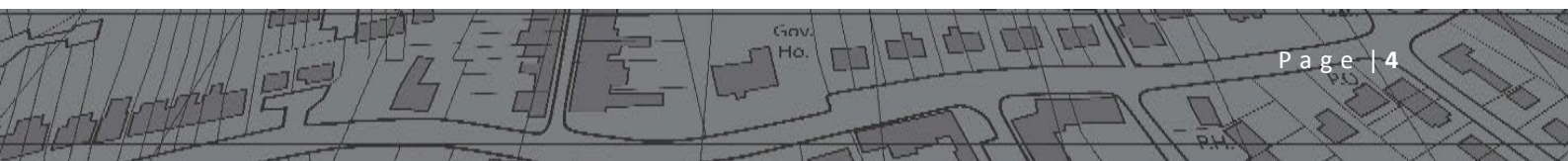
1.1 Site & Application Details

Table 1: Site & Application Details

Address	79, 89, 91, 97, 99 Courtney Drive, Upper Coomera
Real Property Description	Lots 188-192 on RP173728
Site Area (m ²)	Lot 188 – 30,790m ² Lot 189 – 30,340m ² Lot 190 – 30,950m ² Lot 191 – 37,390m ² Lot 192 – 59,020m ² Total site area - 188,490m ² (18.849Ha)
Land Owners	Lot 188 – Kevin and Kim Wilson Lot 189 – Trojan Horse Pty Ltd Lot 190 – Trojan Horse Pty Ltd Lot 191 – Richard Prowse Lot 192 – Richard Prowse
Applicant	Gallery Group
Applicant Contact Details	Nicole Webb – Zone Planning Group (07 5562 2303)
Local Government	City of Gold Coast
SEQ Regional Plan Designation	Urban Footprint
Planning Scheme Zone	Part Rural Residential Zone Part Rural Zone, Rural Landscape and Environment Precinct
City of Gold Coast Planning Study	Courtney Drive, Upper Coomera Investigation Area Study <u>Precincts</u> Part Courtney South East Precinct (CSE1) Part Courtney West Precinct (CW3) <u>Yield</u> Part Residential Area A: A1, A2 & A3 Part Residential Area B: B1

1.2 Site Characteristics

The site is comprised of a five allotments with a total site area of 188,490m² (18.849Ha) and a principal road frontage of approximately 300m to Courtney Drive. The site is located on the eastern side of Courtney Drive and is currently embellished by a Dwelling House and ancillary outbuildings on each allotment and is currently serviced by most infrastructure networks except for sewer. The subject site comprises areas of grassed cleared areas with a scattering of mature vegetation. Dense mature vegetation is located in the south west area of the site with varying slope evident across the site ranging from 35m AHD in the north west to 80m AHD in the south west. A number of gullies and dams traverse the site representing low points whilst a knoll (high point) is located in the south east.





The following information is provided in response to site investigations including searches performed and a site inspection undertaken.

Table 2: Site Location & Characteristics

Topography	The site comprises a varied topography with the lowest areas of the site typically located along the road frontage. A number of dams and gullies occupy the site with high points predominant in the south east and south west areas of the site. The topography varies from 35m AHD in the north west corner up to 80m AHD.
Vegetation & Waterways	The site contains State regulated mapped vegetation in the south west area along with an area of koala habitat. Both general and medium priority vegetation is located in the southern area of the site mostly in the south west corner and along the southern boundary Yaun Creek traverses a portion of the northern corner whilst a minor watercourse is located in the south western and eastern areas.
Availability of Services	The site is currently serviced by most infrastructure networks (ie. water, electricity, telecommunications etc.); however, does not have an existing connection to the sewer network.
Allotment Dimensions	The site is generally regular shape and has a frontage width of approximately 700m and depth of approximately 320m.
Current Use & Improvements	The site is improved by a number of Dwelling Houses across each of the individual allotments along with various outbuildings.





1.3 Site Surrounds

The subject site is located in the Gold Coast suburb of Upper Coomera and is well positioned in regard to urban infrastructure, transport options, schools, sporting facilities, employment opportunities, retail options and recreational amenity all of which has been relatively established as part of this growth area. The property is located at the end of Courtney Drive and adjoins urban residential development to the east and rural and environmental designated land to the west (**Figure 2**).

Table 3: Site Surrounds

North	The adjoining property to the north is of a similar size to the subject site and also contains a single detached dwelling in the southern-most corner of the site. This development pattern is consistent throughout the remainder of the properties to the north.
East	The adjoining land to the east forms part of a suburban residential estate. The western most adjoining allotments are located in the large lot precinct of the low density residential zone. This is likely a carryover from the 2003 scheme providing of a transition from urban to rural land; and prior to the Courtney Drive area being considered for urban development. Lots further to the east comprise smaller traditional sized allotments with attached housing (e.g. duplex) evident to most corner allotments. The undeveloped land on the eastern side of Reserve Road is zoned medium density residential which envisages increased densities and more intensive housing typologies such as dual occupancy and multiple dwelling.
South	Stockland's Highland Reserve residential development is located to the south with the final stages of the development approved by Council and adjoin the subject site. This is a large residential estate which is been developed in a similar approach to that proposed by the subject development in that lot amalgamation has occurred with an amalgamated earthwork approach undertaken to reduce slope across the development site enabling a higher density outcome to be achieved. The minimum lot size in this development appears to be 250m ² will under that proposed by the subject development.
West	The properties to the west are all of a similar rural residential character and primarily contain a single dwelling and outbuildings.

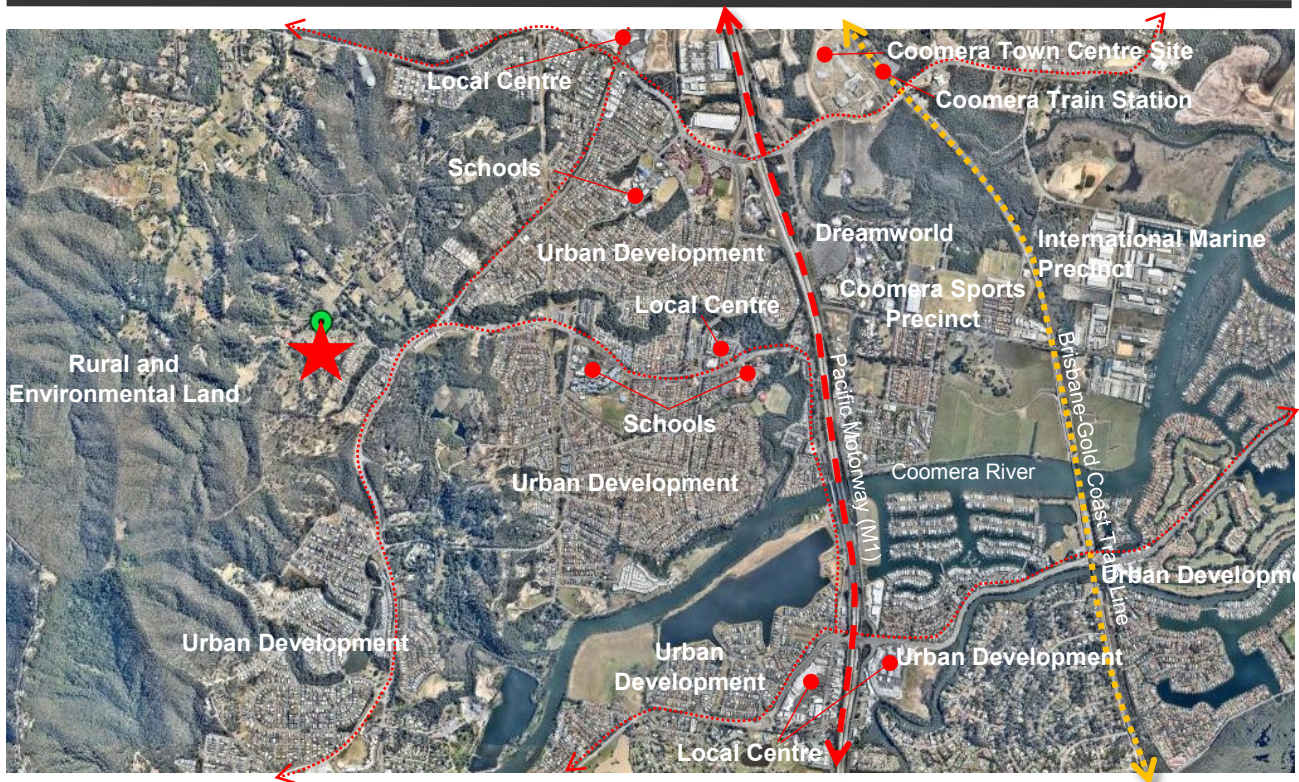


Figure 1: Context Map (Source: Nearmap)

A number of local residential access streets lead into the subject site from the adjoining urban development to the east, supporting the intention for this land to be developed (**Figure 3**). An unformed road is also located along the southern boundary of the site. This road is to be predominantly formed by Stockland as required by the final stage of the Highland Reserve residential development.



Figure 2: Site Map (Source: Nearmap)



2.0 Background

2.1 Previous Approvals

A current development application for a 2 lot subdivision has been lodged over a portion of the site, specifically, 79 Courtney Drive (Lot 188). This application is currently being assessed in accordance with the statutory assessment process and will be decided in due course.

2.2 Council Planning Studies, Endorsements & Meetings

2.2.1 History of Council endorsed Planning Studies and Investigations - Courtney Drive, Upper Coomera

In line with the Strategic Framework provisions under City Plan (v6), a number of planning studies and investigations have been undertaken in relation to the suitability and urban development potential of the Courtney Drive locality which have resulted in the Courtney Drive Upper Coomera Investigation Area being recommended for inclusion in the City Plan within Emerging Community Zone as part of City Plan Major Update 2 and 3. A summary of the extensive history applicable to the Investigation Area is detailed in **Table 4**.

Table 4: History of Council Studies / Endorsements Relating to the Upper Coomera Investigation Area

5 November 2014	Council resolved (CPSC14.1105.015) that the draft City Plan 2015 would be not amended to include land for urban purposes where that land is located outside the Urban Footprint; and any change to identify new 'non-rural' land in the city to be included in the city's Priority Infrastructure Area of LGIP to prioritize provision of trunk infrastructure for next 10-15 years
16 December 2014	Council resolved (CPSC1412.126.009) that the Director Planning and Environment bring forward a report to Council, prior to the commencement of the City Plan 2015, outlining the priority and timing for the delivery of the City Plan 2015 Investigation Areas (i.e. those areas flagged by SFM1).
20 October 2015	Council resolved (CPSC15.1007.005) a holistic 'Development Feasibility, Infrastructure and Constraints' assessment be undertaken to prioritise Investigation Areas within the Urban Footprint for urban purposes including Upper Coomera (Courtney Drive)
23 August 2016	Council resolved (CP16.0817.006) to undertake planning for the Upper Coomera Investigation Area to inform a future City Plan update
15 September 2016	Council noted (CP16.0913.012) an Introductory Paper on the Upper Coomera Investigation Area project
3 March 2017	Council noted (CP17.0301.007) a project update report on the Upper Coomera Investigation Area project
30 May 2017	Council endorsed (CP17.0524.007) a draft Upper Coomera Concept Plan for targeted community engagement with land owners in the Courtney Drive, Upper Coomera Investigation Area
30 May 2017	Council endorsed (CP17.0524.006) implementation of the Courtney Drive, Upper Coomera land use and planning investigation within scope for City Plan major update 2
15 September 2017	Council endorsed CP17.0913.009 recommended responses to submissions received during public consultation relating to the draft concept plan for the Courtney Drive, Upper Coomera Investigation Area



11 October 2017	Council endorsed (CP17.1011.017) policy changes for the proposed City Plan Major Update 2 to integrate the draft concept plan for the Courtney Drive, Upper Coomera Investigation Area into the Emerging Community Zone
December 2017	City Plan Major Update 2 was submitted to State government for State interest check
January 2018	The Department of State Development, Manufacturing, Infrastructure and Planning issued a notice to Council requesting additional information on Update 2 and paused timeframes to 18 May 2018
March 2018	the Department of State Development, Manufacturing, Infrastructure and Planning issued a further notice to Council advising Major Update 2 does not appropriately address relevant State interests and requested further information
April 2018	Council resolved (G18.0430.019) to withdraw City Plan Major Update 2 from State interest review and merge with Major Update 3 to comprise 31 items of which the Upper Coomera Investigation Area is included as item 20
May 2018	Council resolved (G18.0529.022) to amend the City Plan to incorporate Major Updates 2 and 3 and forward to State government for State interest check

In addition to the above, a number of other City Planning Special Committee resolutions were made on 5 November 2014, 19 November 2014 and 16 December 2014 in relation to the prioritisation of Investigation Areas across the City of which the Upper Coomera Investigation Area was included.

More recently, public consultation was undertaken in regard to the Courtney Drive, Upper Coomera Investigation Area Study and associated Draft Concept Plan prepared by GHD and Tract Consulting in 2017; of which the findings have now been endorsed by Council and was used in informing the policy direction and amendments proposed for City Plan Major Update 2 (and now Major Updates 2 and 3).

As exemplified above, Council has undertaken extensive studies (all since endorsed by Council) over an extended period to reclassify the Courtney Drive locale from rural to urban commencing from 2014 in an effort to ensure sufficient land supply is available within the city to accommodate the forecasted population growth. Investigations Areas within the Urban Footprint that are suitable for urban purposes have been prioritised, particularly where urban infrastructure is available and the land is not unreasonably constrained or fragmented in ownership to facilitate urban uses. It is understood that the Courtney Drive, Upper Coomera Investigation Area has been identified as Council's top priority and is the only Investigation Area included in City Plan Major Update 2/3.

In terms of the timing, City Plan Major Update 2 was forwarded to the Minister in December 2017 for first State Interest review. Council had anticipated the Major Update 2 package would commence the public consultation process by mid 2018. However, there appears to have been a delay attaining Ministerial approval of the Major Update 2 package and has since been withdrawn. The package now forms combined Major Update 2 and 3 which was forwarded to the Minister for State interest review in late May/early June 2018. It is understood Major Update 2 and 3 has been further revised in response to matters raised by State with the revised package being yet again forwarded to the Minister for the latest State interest review. As such, the planning process has been substantially delayed and from a timing perspective, it is no longer practicable (or reasonable) to continue to prolong the lodgement of the development application in wait for the City Plan Major Update 2 and 3 package to commence public advertising.



2.2.2 Courtney Drive, Upper Coomera Investigation Area Study

To accommodate the anticipated population growth of the Gold Coast, a number of Investigation Areas were identified to be investigated and prioritised for their urban development potential in early 2016. The Upper Coomera Investigation Area was ranked the highest priority resulting in Council resolving to undertake more detailed planning of the area resulting in the Courtney Drive, Upper Coomera Investigation Area Study.

This study recommended the Investigation Area be a Suburban Neighbourhood within the City Plan whose strategic intent is for *“...low intensity, low rise, predominantly detached housing that retains and enhances local character and amenity by maintaining existing scale, building height and intensity despite its proximity to public transport and other services”*.

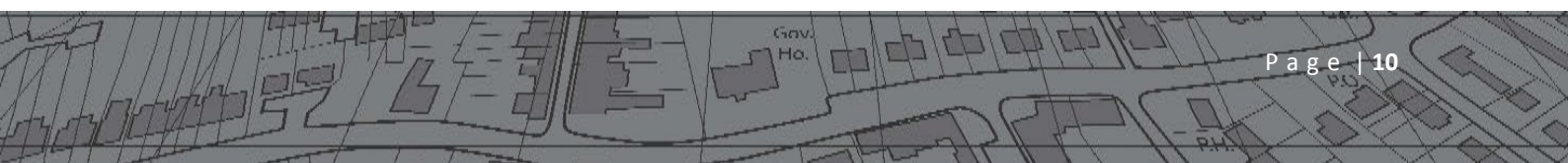
The draft Concept Plan approved as part of the various investigations/studies undertaken establishes a number of precincts across the study area of which the subject site comprises Courtney West Precinct (CW) and Courtney South East (CSE); more specifically CW3 and CSE1. The estimate net density for CW3 is 10.9 (high) / 8.4 (low) and CSE1 is 13.3 (high) / 9.7 (low). In establishing the estimated yield, each precinct was further broken down into Residential Area A (Special design considerations/lower density response to site) and Residential Area B (Conventional Density / Medium Density Opportunity). The subject site comprises areas of both Residential A and B which provides for lot sizes ranging between 400m² and 1,000m² dependent upon topography. Lot sizes ranging 250-399m² are envisaged where grades comprise 6.66%, whilst lot sizes ranging 800-1,000m² are envisaged where grades comprise 33.33%. **It noted that provision is made for increased yield/density at a suburban scale where lots are amalgamated and an integrated bulk earthworks solution is applied and a good built form outcome is achieved.**

2.2.3 Meeting with City Planning Officers

Gallery Group and its representatives have had extensive consultation with Council's City Planning officers over a period of time which has included several meetings including a site meeting.

A further meeting occurred on 21 June 2017 with representatives from Gallery Group, Zone Planning Group, Biome, and Council's regional and statutory planning officers to discuss the Courtney Drive, Upper Coomera Investigation Area Study and the potential development of the site. During this meeting a range of items were discussed including:

- Proposed amendment strategy for the Investigation Area to be included as an urban area in the Emerging Community Zone
- Densities to be based on dwellings per net developable area
- Range of yield estimates were established for CSE1 and CSW3 which informed the density figure of the concept plan (i.e. 232 dwellings)
- Acknowledgement of potential for increased density where a coordinated bulk earthworks approach was undertaken through lot amalgamation
- A regional plan to stormwater management was not considered in the investigation
- Confirmation that the area was being considered as a 'suburban neighbourhood' in regard to the City Plan Strategic Framework as it relates to new communities for Major Update 2 including a specific outcome for 'gentle scattering effect' of small lot housing/dual occupancy and multiple dwellings
- Courtney Drive is identified as a minor residential collector street and is non-trunk due to expected traffic volumes below 3,000VPD and only servicing a local catchment





2.3 Prelodgement Meeting

A prelodgement meeting was held with City of Gold Coast on 23 November 2017. The key items discussed during the meeting included timing of application lodgement, alignment with the Courtney Drive, Upper Coomera Investigation Area Study, the application process, earthworks, open space and environmental matters and infrastructure.

Key outcomes of the meeting are summarised as follows:

Strategic Planning

- Confirmation that draft Major Update 2 proposes the Upper Coomera Investigation Area to be included as a precinct in the Emerging Community Zone
- Draft Major Update 2 was on track for State interest review by end of 2017 with possible public notification mid 2018 pending completion of State interest review
- Extension of Courtney Drive via the unformed road to the proposed section of road required for the Highland Reserve Stage 35 is sought to improve road connectivity for the area
- The ultimate alignment of the Courtney Drive extension to the unformed road in the south is flexible
- Major Update 2 does not envisage RD2 intensity development within CSE precinct due to topography and distance from the proposed 1Ha recreation park to the north
- Draft major update envisages fauna crossing infrastructure to water courses

Comment

It is noted that significant delays to Major Update 2 has occurred resulting in the package being withdrawn and recently referred to the Minister as a combined package Major Updates 2 and 3. The development has been designed to align with the intent of the Investigation Area Study and draft Concept Plan. Whilst the proponent had sought to delay lodgement to align better with the amendment process, given the extended delay of this such has not been possible.

Subdivision Engineering

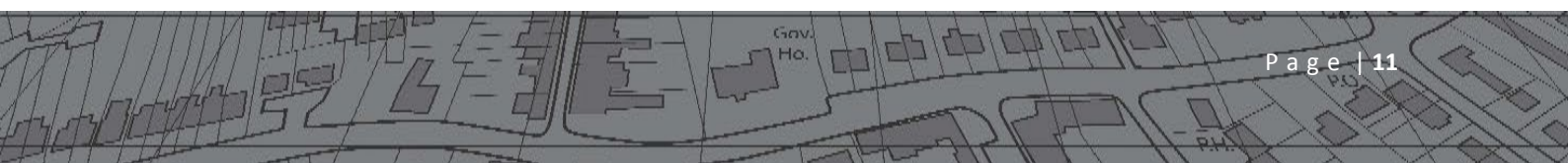
- Courtney Drive is to be designed to a Minor Residential Collector Street standard and requires lots to gain access and front Courtney Drive
- Extension of Courtney Drive to Reserve Road via the unformed road is highly desirable with a left in/left out arrangement as a minimum treatment required
- Public open space areas to have road frontage as per CPTED principles
- All new roads to be 16.5m in width and footpath network plan provided

Comment

In finalising the development layout, comments received during the prelodgement meeting were incorporated resulting in lots accessing and fronting onto Courtney Drive, review of public open space to incorporate CPTED principles, extension of Courtney Drive through the site to connect to the unformed road and road reserves are 16.5m wide. It is understood that the majority of this road reserve has been constructed by Stockland as required by their Highland Reserve development approval.

Open Space Assessment

- Avoid/minimise potential impacts to mapped vegetation including earthworks and retaining walls
- Relocate biobasin adjoining Yaun Creek to be outside 30m buffer area
- Propose pathway along Yaun Creek to be moved within road reserve





Comment

The abovementioned comments have been incorporated into the design of the layout.

Environmental Assessment

- Koala habitat is located in south west corner of the site and is to be dedicated to Council as open space
- Areas of general and medium priority vegetation are mapped in the south western areas with future development avoid / minimise potential impacts to the mapped vegetation
- Appropriate buffers to be provided to waterways traversing the site

Comment

1.433Ha of environmental public open space is proposed to be dedicated to council in the south west corner to protect koala habitat and other environmental values. A 30m buffer has been provided to Yuan Creek in the north west corner with the biobasin located outside the setback area. A minor 'private' waterway traverses the site in the western area of which is considered to have little ecological value and is proposed to be piped.

Hydraulics and Water Quality

- SMP including hydraulic conveyance assessment for the affected waterways/flow paths to be undertaken
- An Erosion and Sediment Control Plan is to be prepared
- Conceptual earthworks plan to be submitted demonstrating stormwater drainage, detention and treatment systems are achievable

Comment

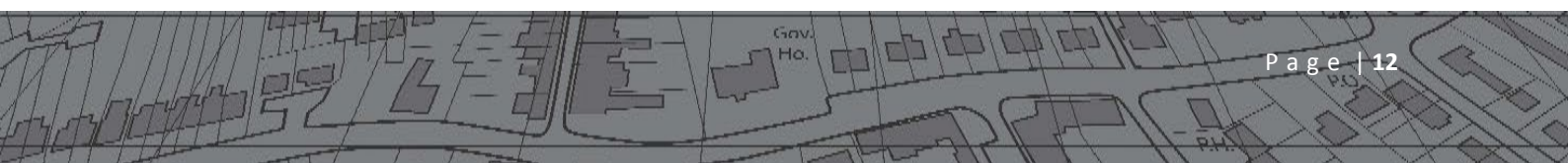
All relevant hydraulics and water quality assessments have been undertaken and are included in **Section 4** of this application.

Gold Coast Water

- A sewer network capacity analysis is to be submitted with the application
- A water network capacity assessment and network analysis are to be prepared and should extend up to and including the supplying water reservoir demonstrating compliance pressures can be achieved
- Provide a sewer and water reticulation schematic plan for the overall development
- All sewer and water infrastructure is considered to be non-trunk unless otherwise advised

Comment

Both sewer and water capacity assessments have been undertaken and confirm both networks have capacity in the system to cater to the development and all lots achieve appropriate water pressure.





3.0 Proposed Development

3.1 Development Overview

The development proposes a suburban residential subdivision comprising 237 freehold allotments, park and new road to be facilitated by a combined Material Change of Use (MCU) for development in accordance with a Plan of Development relating to the Dwelling Houses and Reconfiguring a Lot (ROL) application.

3.1.1 Material Change of Use (MCU)

The MCU component seeks to establish a Plan of Development (POD) which makes provision for design and sighting controls for the dwelling houses to be established on the site relating to setbacks (front, side and rear setbacks) and site coverage.

Comparison of the proposed design and siting provisions in relation to the current City Plan planning provisions (noting the Strategic Framework's intention for the site to be investigated for Urban Purposes) relevant to the site are detailed below:

	CURRENT CITY PLAN PROVISIONS		PROPOSED POD PROVISIONS
	Rural Residential Zone	Rural Zone	Plan of Development
SETBACKS			
Front	6m	10m	Garage – 5.5m Ground Floor – 4.0m (3.0m to portico) First floor - 4.5m
Side	3m	6m	Ground Floor – 0m (to 1 side only) otherwise 1.0m First Floor – 2m
Rear	3m	6m	Ground Floor – 1.5m First Floor – 2m
SITE COVERAGE	25%	N/A	60% (incl 10% of covered outdoor private open space)

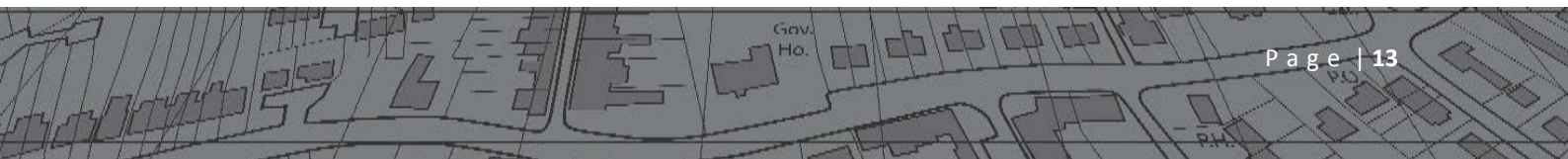
It is noted that all setback dimensions are proposed to be measured to the building wall. Where compliance with the above design and siting provisions are unable to be achieved, the POD makes provision for setback compliance as per the intent of relevant performance outcomes of the Low density residential zone code. The proposed setback provisions, along with lot frontage widths, enable sufficient space for double car garages to all allotments.

A copy of the proposed Plan of Development is provided in **Section 3** of this application.

3.1.2 Reconfiguring a Lot (ROL)

The ROL component seeks to establish 237 new urban residential allotments, park and new road. Proposed lot sizes range in area from 351m² to 808m² comprising a variety of lot frontages with a minimum width of 12.5m.

Approximately 4.25Ha of open space is proposed to cater to the ecological, recreation and drainage needs of the development with 1.572Ha of open space to be dedicated to Council as public open space for





environmental purposes. The development also proposes 2,708m² of recreation space adjoining Yuan Creek to be dedicated to Council for the recreational amenity of future residents.

Tables 4 and 5 provide a basic development summary and proposed lot mix for the development.

Table 5: Development Summary

Total Site Area	18.849Ha
Net Developable Area	14.723Ha
Public Open Space (POS)	Total POS – 4.25Ha Drainage (including Yuan Ck) – 2.41Ha Environmental -1.572Ha Recreation – 2,708m ² (0.27Ha)
Proposed Density	1 dwelling per 621m ² (16.1 dwellings / net Ha)
Total Lots / Yield	237 dwellings

Table 6: Proposed Lot Mix

Premium Traditional Lots (Min. 14m wide & Min. 600m ²)	Traditional Lots (Min. 14m wide & Min. 337m ²)	Courtyard Lots (Min. 12.5m wide & Min. 350m ²)	Total Lots
22 (9%)	115 (49%) 48.5	100 (42%)	237

The proposed subdivision layout and lot mix is shown in **Figure 4**.

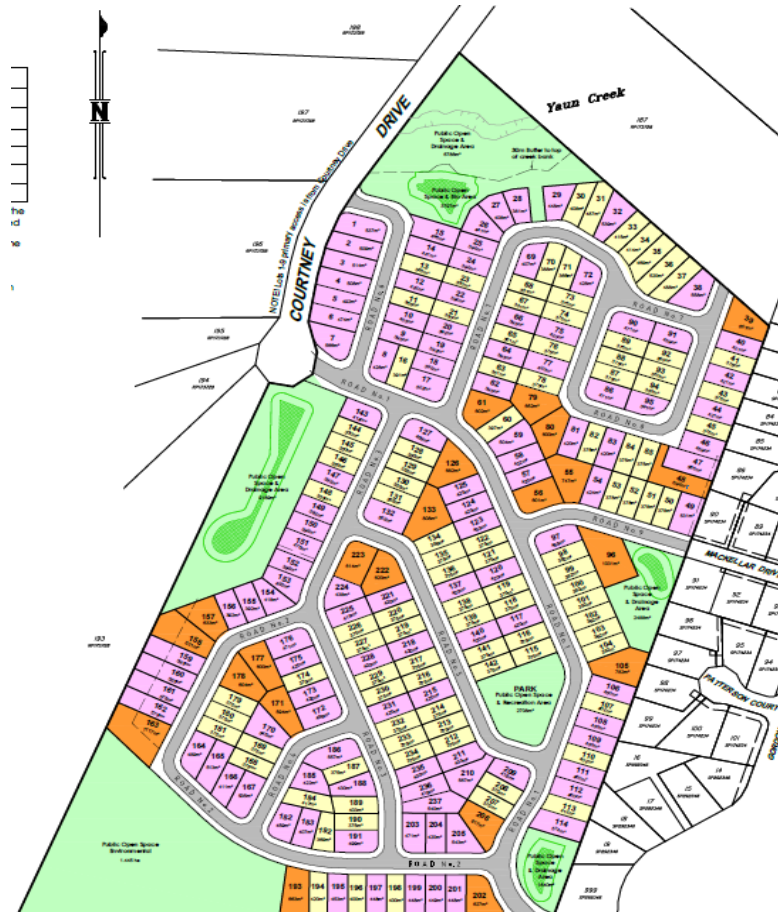


Figure 3: Proposed Subdivision Layout (Source: Bennett & Bennett)



3.1.3 Road Access & Design Standard

The development proposes three key access points across the site being an extension off the existing Courtney Drive cul-de-sac head (road 1) in the north west, an extension off the unformed road (Reserve Road connection) in the south east (road 1), and an extension off Mackellar Drive connecting to the adjoining urban development (road 6). It is noted that the development proposes an additional road connection to the undeveloped land to the north in the north east corner of the site (road 8).

Road 1 will be constructed to a Minor Residential Collector standard and is the primary road connection through the site. All other roads will be designed to a Residential Access Street standard.

3.1.4 Development Staging

A staged approach is proposed in the development of the site comprising 6 Stages with Stage 1 being located in the south east corner of the site. The staging will occur in the south east area of the site moving in a north western direction with the last stage being located in the north east corner. Stage 1 will be the largest stage with comprising 68 lots with the balance stages comprising between 27 and 43 allotments.

3.1.5 Earthworks & Retaining Walls

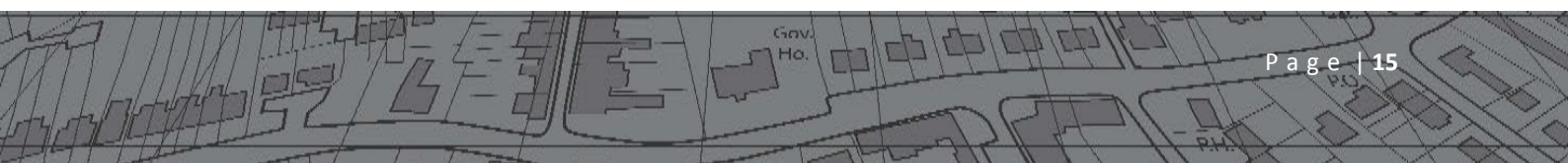
Due to the natural topography of the site and as recognised by the planning investigation studies, in order to accommodate a development of a suburban scale, extensive earthworks are proposed. It is noted that all finished levels are no greater than RL61 ensuring all allotments can connect to water supply. The proposed earthworks will assist in establishing finished ground levels ranging RL35.5 to RL61 in an effort to reduce and minimise the slope across the site. To assist in establishing building platforms suitable to accommodate suburban scale dwellings, retaining walls are proposed within private allotments and lots have been designed of a dimension to accommodate the retaining structures. All retaining structures will be constructed by the developer to ensure finished ground levels, retaining structure design and materials, and retaining wall heights are appropriately managed across the estate.

3.1.6 Public Open Space (environmental, recreational, drainage)

A total of 4.25Ha of public open space is proposed in six key locations across the site. Protection of Yaun Creek in the north west corner of the site has been maintained by a 30m wide (minimum) buffer/corridor along the southern side of the creek. Additional public open space to cater for the development's stormwater requirements is proposed to adjoin the Yaun Creek corridor comprising over 1Ha of open space in this area. Public access and casual surveillance into the open space is proposed via road along Courtney Drive, and part of roads 7 and 10.

A large environmental area located in the south west corner of the site is proposed to be preserved and dedicated to Council as environmental open space. This area comprises dense intact vegetation (including Category B RE mapped vegetation) and is the highest point on the site.

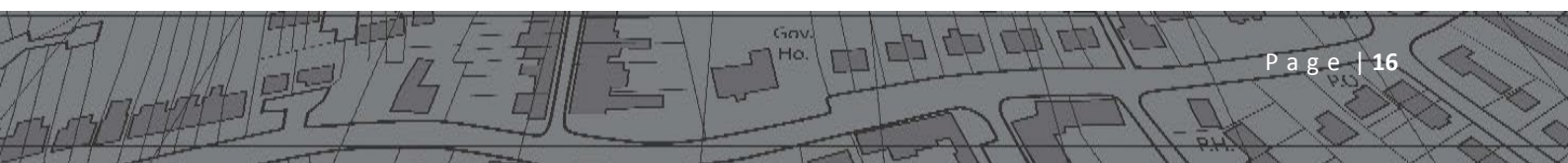
It is noted that the site's proposed areas of open space are located in key locations forming green gateways into/out of the development attributing to a sense of space and openness and provision of green relief through the development site. All open space has road frontage and adjoins a pedestrian footpath ensuring casual surveillance and safety is maintained. It is intended that fencing adjoining open space areas will be designed of an open and permeable material.





3.1.7 Bushfire Management

A Bushfire Management Plan has been prepared in support of the proposed development and in consideration of the layout as proposed. The report confirms a low BAL requirement for the majority of the development. However, construction of dwellings to either a BAL12.5, BAL19 or BAL29 standard is recommended to the majority of future dwellings in the western and southern areas of the development adjoining roads 1, 2, 3 and 4.





4.0 Specialist Reports

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

Specialist Documentation

Prepared by

Subdivision Layout and Plan of Development	Bennett & Bennett
Landscape Concept Plan	Group GSA
Ecological Assessment	Biome Consulting
Open Space Management Plan	Biome Consulting
Stormwater Quality	Biome Consulting
Preliminary Engineering Plans	Mortons Urban Solutions
Water and Sewer Capacity Assessment	H2One
Engineering Services Report incl Earthworks Plans	Mortons Urban Solutions
Bushfire Management Plan	Wollemi-Eco
Transport Impact Assessment	SLR Consulting



5.0 Statutory Planning Framework – State Legislation

5.1 Planning Act 2016

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

5.1.1 Assessable Development

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

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

5.1.2 Referral Agencies

The development has been reviewed in light of Schedule 10 of the *Planning Regulation 2017*. In this regard, the application triggers referral to the Department of Infrastructure, Local Government and Planning State Assessment and Referral Agency (SARA). As per SARA's online mapping, the following referral triggers are applicable to this application:

Table 7: Referral Triggers

Schedule 10 Development Assessment			
Part 9: Infrastructure Related Referrals	The Chief Executive	SDAP	<i>Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—</i> <i>(a) the development is for a purpose stated in schedule 20, column 1 for the aspect; and</i> <i>(b) the development meets or exceeds the threshold—</i> <i>i. for development in local government area 1—stated in schedule 20, column 2 for the purpose; or</i> <i>ii. for development in local government area 2—stated in schedule 20, column 3 for the purpose; and</i> <i>(c) for development in local government area 1—the development is not for an accommodation activity or an office at premises wholly or partly in the excluded area. However, if the development is for a combination of purposes stated in the same item of schedule 20, the threshold is for the combination of purposes and not for each individual purpose.</i>
State Transport Infrastructure			

5.1.3 Public Notification

As per section 53 of the *Planning Act 2016*, this application triggers the requirement to undertake public notification for 15 business days given the application requires Impact Assessment.



5.1.5 South East Queensland Regional Plan 2017

The subject site is contained within the Urban Footprint land use designation under the SEQ Regional Plan 2017, (ShapingSEQ), which broadly speaking, is intended to cater for the region's urban development needs until the year 2041.

The proposed development constitutes an urban activity which supports the intent of the Urban Footprint designation. Review of the SEQRP's elements and strategies outlined for the next 25 years supports efficient compact urban growth in the Urban Footprint. This is demonstrated by the goals, elements and strategies identified to assist in the efficient growth of the SEQ region. To achieve this, the regional plan has identified five key goals relating to Grow, Prosper, Connect, Sustain and Live. As detailed in the five elements supporting the 'grow' goal, it is intended that:

GOAL 1: GROW		
Element	Strategies	Comments
1. Efficient land use		
Urban development uses land and infrastructure efficiently	1. Accommodate the region's urban growth needs in the Urban Footprint in an efficient manner	The site is located in the Urban Footprint located on the fringe of existing suburban development with good access to urban infrastructure and amenity – hence it being the city's top priority Investigation Area to be converted to urban development
	2. Plan for and accommodate the consolidation dwelling supply benchmarks (Figure 7), and an adequate supply in the interim (Figure 10) through new development in the existing urban area (including redevelopment), with a focus on corridors and centres.	Development of the site for urban purposes contributes toward the 40% 'expansion' of urban land in the Urban Footprint as outlined in ShapingSEQ; and more specifically, the envisaged 20% expansion to accommodate the Gold Coast's current and future population growth
	3. Prioritise the investigation, planning and delivery of urban development in suitable locations within the Urban Footprint that are underutilised.	Substantial planning has been undertaken by Council of which the Upper Coomera Investigation Area has been identified since 2014. Substantial planning studies have occurred since, and endorsed by Council, which has lead to the Upper Coomera Investigation Area being the only IA to be included for urban purposes in City Plan Major Update 2 (now Update 2/3)
	4. Focus urban redevelopment in locations with spare capacity in the infrastructure networks or where existing networks can be cost-effectively augmented.	The site proposes to attribute to the urban 'expansion' of greenfield land supply for the city as opposed to 'urban consolidation' and the infill of urban areas as provided for by ShapingSEQ. Nonetheless, the site is located in an area



		which has capacity to accommodate the development as proposed within the existing urban infrastructure networks (water supply, sewer, transport and recreation)
	5. Accommodate new rural residential development only in the Rural Living Area, or in the Urban Footprint where land is unsuitable for urban use (Map 2).	Not applicable, the development does not propose rural residential development
2. Focusing residential density		
Higher density development is located in areas with good access to high-frequency public transport, employment and services.	1. Plan for well-designed and increased residential densities in and around centres, including those as described in the guide for minimum densities (Table 1).	Not applicable, the development proposes a residential density cognisant to that of a low density suburban nature. Nonetheless, the site is located within close proximity to local centres, schools, and the currently under construction Coomera Town Centre including local employment notes
	2. Plan for well-designed and increased residential densities at other locations that have good access to high-frequency public transport and employment.	The site is located within close proximity to transport nodes including the M1 and Coomera Train Station. Bus routes are also within walking distance along Reserve Road
	3. Plan for sensitive residential density increases in other suitable areas close to services and amenities.	It is proposed to increase the residential density of the site (and broader Courtney Drive locale) from Rural / Rural Residential to suburban densities. Through a number of Council endorsed planning studies (including community consultation process) the Courtney Drive locale has been identified as having good urban development potential by way of locality and proximity to services, amenity, and infrastructure along with constraints supportive of urban development
3. New communities		
New communities support a consolidated urban settlement pattern, maximise the use of existing infrastructure and deliver high-quality communities.	1. Ensure planning and delivery of land use and infrastructure for new communities, including major development areas, are integrated and sequenced, and deliver complete communities in a timely manner.	Review of the current water and sewer infrastructure has been undertaken of which is has been confirmed that there is sufficient capacity in the networks to accommodate the yield as proposed. In terms of recreation park, a new 1Ha district park has been identified within the Courtney Drive IA. In the meantime, almost 3,000m ² of recreation park is proposed as part of the development of which will be able to connect into the

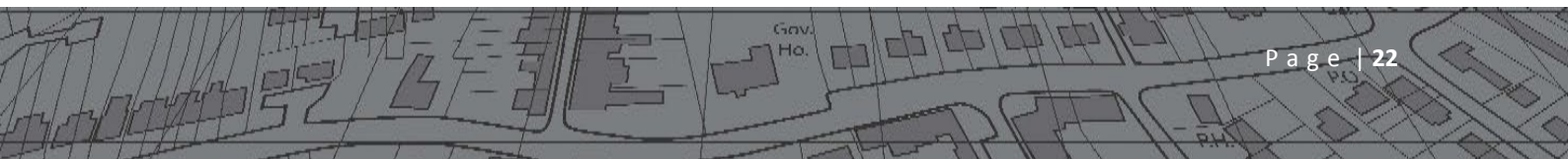


		existing park network in the area. In terms of road network, as a greenfield development a new road network is proposed to support the development including an extension of Courtney Drive through the site connecting to Reserve Road, as is envisioned by the Courtney Drive, Upper Coomera Investigation Area Study and draft Concept Plan which have been used by Council in informing the current City Plan Major Update 2/3
	2. Plan for and accommodate the expansion dwelling supply benchmarks (Figure 7), and an adequate supply in the interim (Figure 10).	The Courtney Drive, Upper Coomera Investigation Area Study and associated draft Concept Plan have been endorsed by Council to convert the current Rural/Rural Residential zoning of the Courtney Drive locale to an urban use. This is to assist in supporting the City's current and future urban land supply needs and supports the 20% expansion benchmarks as stated being required for the Gold Coast and the 40% expansion benchmark for the SEQ Region (refer Figures 7 and 10, ShapingSEQ)
	3. Plan for a net residential density of 15–25 dwellings/Ha in new communities or 30–60 dwellings/Ha net residential density if these areas are within easy walking distance to an existing or proposed public transport station.	The development proposes a net residential density of 16 dwellings/Ha which accords with the envisaged density of a new community
	4. Protect the potential of areas that may be suitable for future urban growth including those listed in Table 2 and as reflected in Figure 13.	Not applicable – the site is not located in potential future growth area.
4. Housing diversity		
Housing diversity meets the changing make-up of our population, community needs and lifestyles, and provides choice and affordability.	1. Provide housing choice by delivering a mix of dwelling types and sizes in consolidation and expansion locations consistent with the strategies in elements 1–3.	The site relates to an urban expansion area of which proposes low density development with lot sizes ranging in area from 351m ² to 808m ² with lot frontage width mixed between 12.5m and 14m - providing sufficient dimensions to enable double car garages and off street car parking. It is considered that the development enables diversity in dwelling sizes by way of the size and width of the allotments. Higher density development was not envisaged to occur in this location as was advised by Council during a



		Prelodgement Meeting held in November 2017.
	2. Plan for and deliver a greater range of 'missing middle' housing forms (including examples shown in Figure 9) in suitable locations.	Not applicable. The subject site is located in a peri-urban area of which the 'missing middle' housing typology is not envisaged
	3. Plan for and support innovative solutions in housing to cater for a diverse range of community needs, including an ageing population, multi-generational families, group housing, people with special needs and those from different cultural backgrounds.	It is understood that the Courtney Drive Investigation Area is recommended to be rezoned from Rural/Rural Residential Zones to Emerging Community Zone in City Plan Major Update 2/3. Whilst the POD submitted with this development does not make specific provisions for a diverse range of housing options in regard to community needs, the site will ultimately be zoned Emerging Community of which the land uses envisaged within this zone will be applicable to the subject site
	4. Maximise the variety of available land in suitable locations to support a range of housing choices under a range of market and economic circumstances	It is intended to establish a new urban residential land development comprising a range of lot sizes and dimensions from 351m ² to 808m ² . These diversity in lot sizes and width will contribute to a variety of housing choice and price points across the development from economy sites/product up to premium site/product
5. Growing rural towns and villages		
Rural towns and villages provide for sustainable growth and community development in a way that reinforces local identity	1. Support the sustainability of rural towns and villages by providing sufficient land and infrastructure to accommodate population and employment growth.	Not applicable
	2. Support the growth of rural towns and villages in a manner that avoids the fragmentation of productive rural land and the regional biodiversity network including koala habitat.	Not applicable
	3. Plan for well-designed growth that integrates sensitively with existing local character and identity and promotes viability of the rural economy.	Not applicable

When considering the above, the proposed development supports and furthers Elements 1-4 whilst Element 5 is not applicable. Furthermore, as identified in the plan's sub-regional directions, Coomera is identified as a 'major expansion area' located along the 'urban corridor' being the M1. The sub-regional outcome for





'grow' identifies Coomera as an area planned to "...deliver new and more complete communities that are well-planned and serviced..." with Coomera expected to "...accommodate the largest proportion of the sub-region's planned expansion". Additionally, "...residential density and housing diversity will increase in proportion to a location's proximity to employment opportunities, services or public transport frequency. These places will develop as high-quality new communities."

It is considered the subject development, along with the variety in lot size and dimensions will assist in providing housing diversity anticipated to occur in urban expansion areas, supports and furthers the goals, elements and strategies of the regional plan.

5.1.6 State Planning Policy

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

In the case of the Gold Coast City Plan 2016 (v6), state interests associated with the former July 2014 iteration of the SPP, excluding those relating to natural hazards (coastal erosion and storm tide inundation), have been integrated into the Scheme. However, with the commencement of the *Planning Act 2016* on 3 July 2017 and associated introduction of the July 2017 version of the SPP, Gold Coast City Plan 2016 (v6) has not been updated to reflect the latest state interests.

Applicants are therefore required to assess development applications against the current version of the SPP to the extent of the inconsistency between the current SPP and version reflected in the Planning Scheme.

The relevance of the current State Planning Policy is summarised in the table below, with a more detailed assessment following, where a particular State Interest applies to the application.

Table 8: State Interests

State Interest	Applicable	Comment
Liveable Communities	N/A	This trigger does not apply to the application the development does not propose to be community title development.
Mining & Extractive Resources	N/A	This trigger does not apply to the application as it is not located in resource/processing area of a KRA or the separation area for the resource/processing area of a KRA, or within the transport route separation area of a KRA that will result in an increase in the number of people living in the transport route separation area.
Water Quality	N/A	All stormwater runoff generated by the development will be treated onsite via a bio-basin. A site based stormwater management plan has been prepared which details the stormwater mitigation measures proposed for the development.
Natural Hazards	Applies	The development complies with the Assessment Benchmarks associated with bushfire. Please refer to the Bushfire Management Plan provided in Section 4 of this application which addresses bushfire mitigation measures proposed for the development.
State Transport Infrastructure	N/A	The site is not located within or within close proximity to an existing or future state transport corridor.



Strategic Airports & Aviation Facilities	N/A	This trigger does not apply to the application as it does not trigger any of the thresholds mentioned in the SPP.
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Further to the ‘Planning for liveable communities and housing’ strategic theme of the State Planning Policy, this theme seeks to encourage communities that are *‘...well serviced, accessible and attractive environments that provide the foundations for a healthy, sustainable and prosperous Queensland’*. Additionally, the SPP outlines the factors to be considered in planning for liveable communities which are addressed in regard to the subject development in **Table 9**.

Table 9: SPP - Planning for Liveable Communities & Housing

Objectives	Comment
Ensure a sufficient supply of land suitable for all forms of housing in all locations to meet the diverse and changing needs of different communities, now and into the future.	ShapingSEQ identifies Coomera as a major expansion area of which will accommodate the largest proportion of the Gold Coast’s planned expansion. In support of this, Council has identified the Upper Coomera Investigation Area and has undertaken numerous studies, including community consultation, in regard to the Upper Coomera Investigation Area since 2014. It is understood that the Upper Coomera Investigation Area has been prioritised as Council’s top priority and was included in the City Plan Major Update 2 (now Major Update 2/3) for inclusion in the Emerging Community Zone to enable the land to be developed for urban purposes. Development of the Courtney Drive locale for urban purposes will support urban expansion to support current and future land supply for the Gold Coast as is intended by the SPP, ShapingSEQ and the City Plan Major Update 2.
Guide the development and redevelopment of land in appropriate locations.	As mentioned above, the subject site forms part of the Courtney Drive, Upper Coomera Investigation Area and is anticipated to be developed as urban land to add to the City’s urban land supply in a Coomera Urban Corridor which is close to urban infrastructure, amenity, facilities, education, recreation, public transport, and employment hubs.
Maximise the effective use of existing infrastructure and services, and ensure that the provision of new infrastructure, services and facilities supports the timely delivery of complete and diverse communities.	The development site has access to the existing water and sewer infrastructure network with confirmation that the network has capacity to accommodate the development, road networks are in place including the extension of Courtney Drive to the unformed road and subsequent connection to Reserve Road, and existing and proposed recreational amenity within close proximity.
Provide certainty to the property industry to ensure Queensland’s future population growth is accommodated in an environmentally sustainable way.	High value environmental areas have been protected and are proposed to be dedicated to council as public open space as conservation and waterway being the conservation area in the south west corner and Yaun Creek. The site is proposed to be recontoured to enable urban lot sizes to be established and enhancing housing affordability as is envisaged by the council endorsed Courtney Drive, Upper Coomera Investigation Area Study and draft Concept Plan.
Address the impacts and challenges of climate change through the effective design and siting of buildings, the integration of transport and land use	The subject site is located well clear of areas subject to flooding and mitigates any bushfire hazard to the development and future residences. The urban design of the site incorporates public open space which functions as both drainage for the development and a green gateway into the development from all access roads. The



planning, and the delivery of quality urban design.	majority of lots have a north, north east, or eastern orientation optimising orientation and enhancing opportunities for solar passive housing design.
• Reduce compliance costs and encourage good planning outcomes by avoiding or minimising regulatory barriers or inefficiencies.	The application proposes a POD to assist in overcoming basic design and siting provisions to ensure future building works can occur whilst avoiding subsequent planning approvals such as GIAs and siting variations.
• Acknowledge Aboriginal and Torres Strait Islander peoples' special relationship to their Traditional lands.	To our knowledge there are no indigenous values on the site



6.0 Statutory Planning Framework – Local Legislation

This development application is to be assessed under the provisions of the Gold Coast City Plan (v6). This section of the report addresses the components of the Planning Scheme that apply to the proposed development.

6.1 Land Use Definition & Level of Assessment

6.1.2 Material Change of Use

The proposed development is for a Material Change of Use for dwelling houses in accordance with a Plan of Development.

A dwelling house is defined in the Gold Coast City Plan 2016 as:

A residential use of premises for one household that contains a single dwelling.

The use includes domestic outbuildings and works normally associated with a dwelling and may include a secondary dwelling

The proposed Plan of Development makes provision for basic design and siting provisions relating to setbacks, site coverage and slope sensitive housing provisions. These provisions will relate to the future dwelling houses resultant of the development.

6.1.3 Reconfiguring a Lot

Reconfiguring a Lot is not defined by the City Plan, instead the definition is taken from Schedule 2 of the *Planning Act 2016*.

As per the Table of Assessment for the Rural Residential Zone, subdivision resulting in the creation of lots with a minimum area of 4,000m² and average of 8,000m² is identified as Code Assessable development. Similarly, in the Rural Zone, subdivision creating lots of a minimum 100Ha is listed as Code Assessment.

The subdivision proposes the creation of lot sizes in line with that of a 'new community' and 'suburban neighbourhood' as per the City Plan's Strategic Framework (rather than the 'rural residential areas' Strategic Framework element currently applicable to the subject site). Proposed lot sizes range from 351m² to 808m² and therefore trigger Impact Assessable development.

6.2 Assessment Benchmarks

As per the s45(5) of the *Planning Act 2016*, an Impact Assessable application and its assessment must give weight to the assessment benchmarks identified in a categorising instrument.

As per the interpretation of the Gold Coast City Plan v6, in addition to the Strategic Framework, the assessment benchmarks identified for assessment include the following (see **Table 10**):

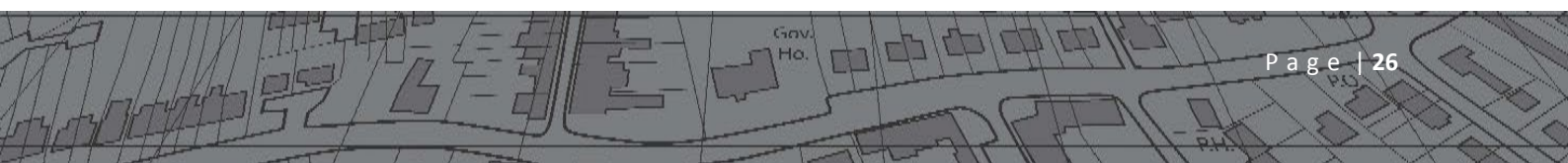




Table 10: Assessment Benchmarks

Zone Code (s)	Overlay Code(s)	Use Code(s)	Other Development Code(s)
- Rural Residential Zone Code - Rural Zone Code	- Bushfire Hazard Overlay Code - Environmental Significance Overlay Code - Landslide Hazard Overlay Code	N/A	- Reconfiguring a Lot Code - General Development Provisions Code - Healthy Waters Code

In addition to the above, section 45(5) outlines that the assessment of this application may be carried out against, or having regard to, **any other relevant matter**, including (but not limited to) items such as:

- Planning need;
- The current relevance of the assessment benchmarks; and
- Whether assessment benchmarks or other prescribed matters were based on material errors.

Please refer to section 6.10 of this report for a summary of relevant matters.

In accordance with the above, the development has been established giving regard to the Courtney Drive, Upper Coomera Investigation Area Study which is the culmination of extensive planning, environment, infrastructure studies and envisages suburban scale development occurring in this area. The Investigation Area Study has been endorsed by Council and was included in the City Plan Major Update 2 package (now Major Update 2 and 3) currently with the Minister for its latest State interest review which seeks to change the zoning from rural to urban to cater to the City's urban land supply as required by the State Planning Policy and ShapingSEQ.

6.3 Strategic Framework

In order to show due process in the assessment of this development, and to reinforce the suitability of the proposed development, the following provides an assessment of the proposal against the respective provisions of the Strategic Framework. As per the Strategic Framework mapping the subject site has a Rural Residential Area land use designation as per the Strategic Framework Map 2 identified below (see **Figure 5**).

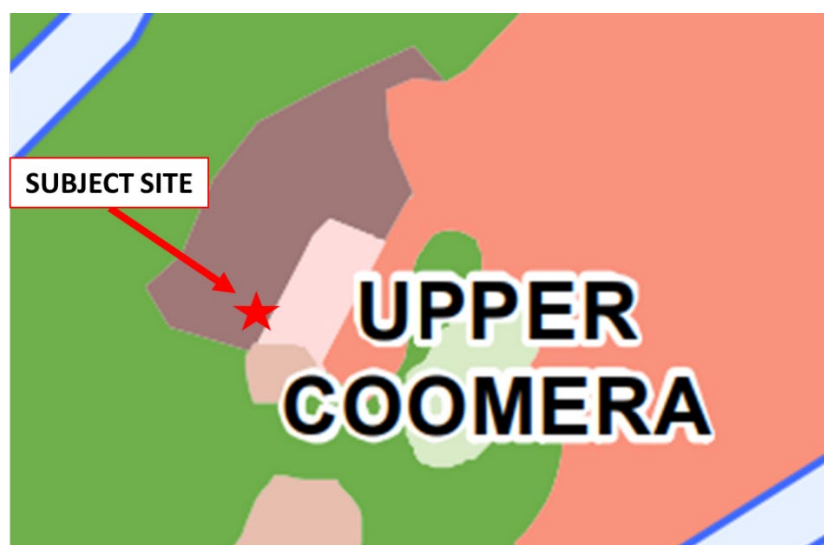
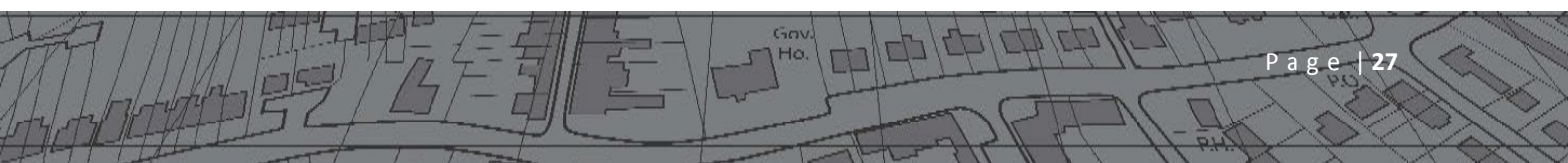


Figure 4: SFM2- Settlement Pattern Extract





However, it is important to note that the area is subject to a detailed study and is the only Investigation Area included in City Plan Major Update 2 (now Major Updates 2 and 3) to be rezoned from rural/rural residential to urban.

Table 11: Strategic Framework

City Shaping Theme	Element	Relevance/Comment
CREATING LIVEABLE PLACES		
Strategic outcomes	1. Urban activity is contained within the city's urban area.	Whilst the subject site is currently identified as a 'rural residential' area on SFM2, it is identified as an 'Investigation Area' on SFM1. Through City Plan Major Update 2/3, the subject site will be reassigned as a 'new community' and mapped as a 'designated urban area' on SFM1. The ultimate intent for the site is to be developed in line with that of a 'suburban neighbourhood' as is stated by the Council endorsed Courtney Drive, Upper Coomera Investigation Area Study and draft Concept Plan.
	2. The Gold Coast's settlement pattern provides housing choices and diverse lifestyle opportunities in mixed use centres and specialist centres, neighbourhood centres, urban neighbourhoods, suburban neighbourhoods, new communities, and rural residential and township areas. Limited opportunities also exist in the Merrimac/Carrara flood plain special management area.	The subject site is identified as an Investigation Area in SFM1 of which is currently recommended to be identified as a 'new community' to be developed in line with a suburban neighbourhood within included in the City Plan Major Update 2/3 package currently with the Minister's office for state review. The development contributes to the City's settlement pattern and proposes variety in housing product, affordability and is located close to facilities, services, public transport, employment and essential infrastructure.
	3. Housing is provided in a form, height and scale consistent with the function, amenity and desired future character of local areas and centres, and promotes a sense of community cohesion and wellbeing. Housing is attractive and well-designed.	The development proposes allotments of varying size and dimensions to accommodate housing form of a single and double storey product as is envisaged for suburban development. The development seeks to create a sense of place and local identity through a mix of lot, varying topography of the site, connected urban design of the development, green gateways into the development, and incorporation of public open space (including protection of high value ecological areas). Walkability will be encouraged through establishing of a new pedestrian network whilst connecting into existing networks.
	4. Affordable housing or entry level priced housing meets the needs of low to moderate income households, and purpose-built adaptable housing and accommodation meets the needs of seniors, people with disabilities, students and people in need of emergency accommodation. These forms of housing are located close to facilities, services, public transport, employment and essential infrastructure.	The development will be marketed at varying price points to cater to the needs of residents in the Upper Coomera locale. A range of lot sizes proposed will attribute to varying affordability across the development.



City Shaping Theme	Element	Relevance/Comment
	5. Varied building height and form throughout the city reinforces local identity, creates a sense of place and supports housing choice and affordability and the function and desired future appearance of each local area.	The proposed building height and form will be consistent to that of the surrounding suburban development, thereby reinforcing the local identity of the area. The urban design and varying topography across the site will assist in creating a strong sense of community whilst the varying lot size/dimensions will accommodate housing choice and affordability.
	6. High intensity urban activity optimises land well-served by public transport, infrastructure and community facilities and provides mixed use centres and specialist centres and urban neighbourhoods with improved amenity.	Not applicable, development does not propose high intensity urban activities.
	7. Medium and higher intensity housing occurs in mixed use centres and specialist centres and urban neighbourhoods.	Not applicable, the development does not propose medium and higher intensity housing.
	8. Neighbourhood design maximises walking and cycling and improves access by providing local community facilities and services, public transport and jobs close to homes. Socially diverse and inclusive communities accommodate all ages, income groups and cultural backgrounds.	The development intends to further enhance the local pedestrian network through the development and connecting into adjoining urban development and pedestrian networks to the north, south, and east. The site is located within close proximity to district and local centres, amenity, services, employment, and infrastructure (including public transport) and will accommodate people of all ages, incomes and cultural backgrounds.
	9. Urban neighbourhoods accommodate a diverse and well-connected network of urban places. Development is focused on mixed use centres and specialist centres and public transport hubs, and densities are higher in areas with high frequency public transport, community facilities and infrastructure capacity.	Not applicable. The site is not located in an urban neighbourhood.
	10. The light rail urban renewal area is a cohesive corridor of distinctive, high quality urban environments that optimises accessibility to light rail services and economic development opportunities.	Not applicable. The site is not located within close proximity to the light rail urban renewal area.
	11. Suburban neighbourhood areas are maintained as low-intensity, low-rise residential environments that retain and enhance local character and amenity.	The development seeks to enhance the local character consistent to a suburban neighbourhood. Proposed density is 16 dwellings/net hectare which is on the lower end of the density scale provision for a suburban neighbourhood. The development seeks to maintain a low intensity, low rise residential environment whilst establishing access to urban amenity by way of pedestrian and open space networks, access to public transport and essential urban infrastructure, and is located within close proximity to urban amenity.
	12. New communities are located in the urban area to achieve an orderly and efficient use of land and deliver a mix of housing forms. They are supported by social	As previously mentioned, the site is identified in the City Plan Major Update 2/3 to be rezoned from rural to urban, specifically a 'new community'. The subject site is located within the



City Shaping Theme	Element	Relevance/Comment
	and essential infrastructure, an appropriate range of goods and services and employment opportunities, and active and public transport.	Urban Footprint, has been identified as an Investigation Area for urban development, and has had a long history of council endorsed planning studies to confirm its suitability for urban development. The site has access to all essential urban infrastructure, is located within close proximity to public transport services, recreational amenity, and urban services including retail and employment nodes. The site is within the local catchment for the currently under construction Coomera Town Centre and heavy rail infrastructure including Coomera Train Station and will provide a range of housing built form and affordability price points. The subject site provides an obvious extension to the existing suburban development adjoining the site to the south and east.
	13. The Merrimac/Carrara flood plain special management area retains its appearance as a significant, largely undeveloped remnant of the Nerang River flood plain system. Limited opportunities for low-to-medium intensity, low-to-medium rise residential and tourism related development exist in the least flood affected and environmentally sensitive areas.	Not applicable. The site is not located in the Merrimac/Carrara flood plan special management area.
	14. The Merrimac/Carrara flood plain special management area retains its appearance as a significant, largely undeveloped remnant of the Nerang River flood plain system. Limited opportunities for low-to-medium intensity, low-to-medium rise residential and tourism related development exist in the least flood affected and environmentally sensitive areas.	Not applicable.
	15. Rural residential areas are very low intensity and low-rise environments with a semi-rural landscape character and protected natural features. They are not expanded.	The development supports the development intent of the Council endorsed Courtney Drive, Upper Coomera Investigation Area Study and draft Concept Plan to be rezoned for urban purposes, has been identified as Council's top priority Investigation Area, and is included in City Plan Major Update 2/3 to be rezoned to 'new communities' with the development intent of a suburban neighbourhood.
Urban Neighbourhoods		Not Applicable
Suburban Neighbourhoods		
Specific Outcomes	1. Suburban neighbourhoods are places for low intensity, low-rise, predominantly detached housing that retains and enhances local character and amenity by maintaining existing scale, building height and intensity despite its proximity to public transport or other services. They are less clustered and characterised by a feeling of openness, with buildings positioned in a generous landscaped setting.	Whilst the site is not currently identified as a 'suburban neighbourhood', the planning intent for the Courtney Drive locale is to be developed as such as indicated by the Courtney Drive, Upper Coomera Investigation Area; the site's being identified as an Investigation Area; and inclusion of the Upper Coomera Investigation Area forming part of the City Plan Major Update 2/3 package for rezoning from rural to urban. It is understood that the site will be zoned Emerging Community and therefore considered a



City Shaping Theme	Element	Relevance/Comment
		'new community'. However, the ultimate intent for the locale to be developed in line with that of a suburban neighbourhood. The development proposal supports the strategic intent for a suburban neighbourhood in that it comprises low intensity, low rise, detached housing that retains and enhances local character and amenity in line with that of a low density residential environment.
	2. Suburban neighbourhood streets are characterised by trees and a shared use network of interconnected thoroughfares for pedestrians, cyclists and slow-moving vehicles.	The development proposes a local road network that is characterised by trees and opportunities for interconnected pedestrian, cycling and slow movement of vehicles through the development and connecting in to existing adjoining suburban neighbourhoods.
	3. Suburban neighbourhoods provide opportunities for smaller and more affordable, predominantly detached housing options.	The development provides opportunity for diversity in built form, affordability, and comprises of detached housing form.
	4. Detached houses on larger lots respond to site constraints or protect local character and amenity.	Larger dimensioned allotments have been located in areas of slope and areas where larger setbacks are required to accommodate bushfire protection zones.
	5. Low intensity, low-rise small lot housing, dual occupancy and multiple dwellings occur in suburban neighbourhoods in low concentrations where they achieve a dispersed or gentle-scattering effect. These dwellings are limited to the following lots where they do not adjoin existing or approved small lot housing, dual occupancy or multiple dwellings: (a) corner lots; or (b) lots with both street and rear lane access; or (c) lots within a 400 metre walk of a mixed use centre or specialist centre.	The development does not propose small lot, dual occupancy, or multiple dwelling housing product.
	6. Aged care housing is found on lots within a 400 metre walk of high frequency public transport stops, mixed use activity or neighbourhood centres or district or regional level community facilities.	The development does not specifically cater to aged care housing; however, the sites have been designed to accommodate people of all ages who wish to live in a low intensity low impact suburban residential environment.
	7. Shop-top housing occurs when provided as part of a neighbourhood centre or neighbourhood store.	Not applicable.
	8. Housing types and design blends with local character and amenity.	The development has been designed to accommodate housing types and designs cognisant to a suburban environment.
	9. Uses that compromise the amenity of suburban neighbourhoods, including service stations, short-term holiday accommodation, hotels or medium-to-large-scale places of worship are not established.	No uses that are non-compatible with low intensity residential uses are proposed.



City Shaping Theme	Element	Relevance/Comment
NEW COMMUNITIES		
Specific Outcomes	1. New communities will emerge within the city's urban area, where suitable.	The subject site located within the Urban Footprint of ShapingSEQ and currently identified as an Investigation area in the City Plan. As previously discussed, City Plan Major Update 2/3 intends the Upper Coomera Investigation Area to be rezoned from rural to urban and included in the Emerging Community Zone.
	2. These areas will be an integrated part of the city's urban fabric and support well designed, walkable communities, focused around centres, public transport stops and community facilities.	The subject site is located on the fringe of suburban development. The development intends to extend urban development further to the west whilst connecting into the existing urban fabric. Connections to pedestrian pathway, road, and open space networks will be achieved to the north, south and east. The site is located within close proximity to centres, public transport stops and community facilities.
	3. Generally new communities achieve a minimum dwelling yield of between 15 to 25 dwellings per hectare net. These yields will be higher surrounding the Pimpama mixed use centre.	The development's proposed residential density is 16 dwellings / net hectare, well within the anticipated density for new communities.
	4. New communities provide a diversity of housing choices, through a mix of lot sizes and higher intensity housing forms, if they are within walking distance of a high frequency public transport stop, a major employment area, neighbourhood centre or a district and regional level community and recreation facility.	The development proposes variety in housing choice and lot sizes of a low intensity, low rise nature.
	Larger lot urban housing occurs on land where services and infrastructure are not as advanced, to appropriately respond to environmental and landscape features, on steeper slopes to minimise earthworks and to provide a transition to the city's non-urban areas.	
	5. Small lot housing, dual occupancy and multiple dwellings occur in new communities in low concentrations where they achieve a dispersed or gentle-scattering effect. These dwellings are limited to the following lots where they do not adjoin existing or approved small lot housing, dual occupancy or multiple dwellings: (a) corner lots; or (b) lots with both street and rear lane access; or (c) lots within a 400 metre walk of a mixed use centre or specialist centre.	The development does not propose small lots, dual occupancy or multiple dwelling development.
	6. The transition of vacant urban land to new communities will: (a) ensure essential infrastructure and services can be provided in a timely, cost	All lots with the development will have access to essential urban infrastructure and services. The site is located within close proximity to retail,



City Shaping Theme	Element	Relevance/Comment
	effective and environmentally responsible manner; (b) ensure timely and easy access to an appropriate range of goods and services, and employment opportunities, public transport and community and recreational facilities; (c) avoid natural hazard areas, or ensure these are sensitively developed; and (d) protect matters of environmental significance and landscape character.	employment, and social service amenity, along with public transport and recreational options. Natural hazards are mitigated and environmental values, including landscape character are to be protected.
	7. The layout and design of new communities: (a) contribute to safe, healthy and cohesive communities that reduce social isolation and promote community wellbeing; (b) include an interconnected system of streets and open spaces that provide pleasant and comfortable walking and cycling environments and support public transport; (c) respond to opportunities and constraints both on site and from the surrounding locality, including ecological and hydrological functions and corridors, topography, scenic amenity and landscape features, natural hazards and other factors; (d) orientate streets and lots to support energy efficient design; (e) enable the efficient development of adjoining land and does not accelerate, place or shift unreasonable costs of infrastructure to adjoining properties, such as recreation facilities, stormwater management facilities, roads and bridges; and (f) achieve a high standard of urban design and safety, with dwellings and other buildings appropriately addressing all road frontages.	The urban design of development is such that future residents will have access to a safe, healthy and cohesive environment conducive to social wellbeing. The development intends to further expand urban development in the Upper Coomera area and will connect into urban development to the south and east with additional connections made available to the north. The layout has been designed to ensure natural hazards are mitigated and environmental values are preserved. Solar passive lot orientation has been maximised where possible to support solar efficient design. All essential urban infrastructure is provided to the development.
Merrimac/Carrara Flood Plain Special Management Area		N/A
Townships		N/A
Rural Residential Areas		Whilst the subject site is currently identified as being in a 'rural residential area', it is considered this designation no longer represents the planning intent for Courtney Drive locale, of which is currently recommended for inclusion as a 'new community' for suburban development in the City Plan Major Update 2/3. Accordingly, the proposal has not been assessed in regard to the 'rural residential areas' theme.
MAKING MODERN CITIES		
Strategic outcomes		N/A
Mixed use centres		N/A



City Shaping Theme	Element	Relevance/Comment
Specialist centres		N/A
Mixed use centre and specialist centre design and operation		N/A
Neighbourhood centres		N/A
STRENGTHENING AND DIVERSIFYING THE ECONOMY		
Strategic outcomes		N/A
Industry and business areas		N/A
Working from home		N/A
Tourist economy		N/A
Natural resources		N/A
Rural production areas and rural enterprises		N/A
IMPROVING TRANSPORT OUTCOMES		
Strategic outcomes	1. Transport networks and land use are integrated to increase accessibility and connectivity across the city, reduce the cost of congestion and impacts on productivity, and provide convenient alternatives to private car use.	The development will connect to the city's road, pedestrian and public transport networks.
	2. The Gold Coast's integrated transport system has the capacity and flexibility to deal with major events befitting a world-class city, such as the 2018 Commonwealth Games.	Not applicable.
	3. The consolidation of urban growth within mixed use centres, specialist centres and urban neighbourhoods, including the light rail urban renewal area, that support existing and future high frequency public transport corridors, maximises investment in the city's efficient transport system.	Not applicable.
	4. Mixed use centres, specialist centres and the light rail urban renewal area provide safe and accessible street environments where pedestrians, cyclists and public transport take priority over private cars.	Not applicable.
	5. Direct, safe, pleasant and comfortable walking and cycling environments connect to local attractions and services.	The development proposes an expansion of the existing pedestrian networks in the area
	6. Community and privately operated transport services are a viable alternative to the private car.	The development is located within proximity to local bus routes.
	7. The Gold Coast's road network is safe and efficient.	The proposed road network is safe and efficient
	8. Existing and future transport corridors are protected.	Not applicable.
	9. Car parking spaces in transit precincts is provided at lower amounts, and managed to	Not applicable.

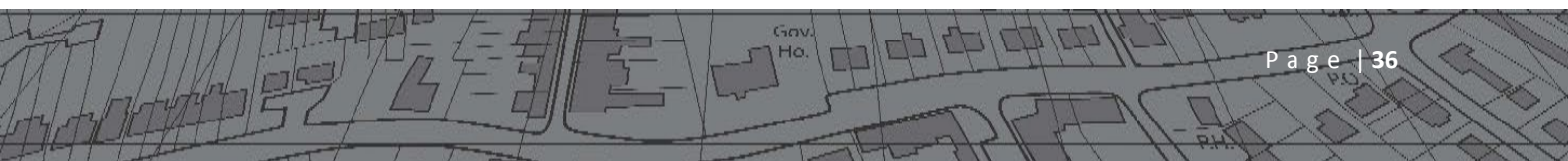


City Shaping Theme	Element	Relevance/Comment
	improve sustainable transport use and support the economic prosperity of the city.	
	10. Air services continue to service the tourism, transport and business needs of the city and adjoining regions.	Not applicable.
Integrated transport system		The development proposes to expand and connect to existing active transport networks including pedestrian pathways along local streets.
Enhanced access and mobility		The layout as proposed incorporates safe, clear and easy access to active transport opportunities and connection to the public transport network. Local streets are designed for walking, cycling and vehicular movement.
Transport system efficiency		The proposed road network is permeable, legible and provides connections to existing and future development to the north, south, and east.
Air transport		N/A
LIVING WITH NATURE		
Specific outcomes		The development proposes to retain areas of high environmental value including provisions of a 30m buffer to Yaun Creek and protection of mapped vegetation in the south west area of the site. Both areas are proposed to be dedicated to Council as public open space.
Natural landscape areas		Natural areas of value are proposed to be retained and protected through dedication to Council as public open space for conservation purposes.
Green space network		The development proposes a number of green open space areas to be dedicated to Council for varying purposes including conservation, drainage, and recreation. All areas of public open space have road frontage enabling casual surveillance in to and out of the areas. Connection to and continuation of adjoining open space areas is proposed where possible.
Nature conservation		As mentioned above, the development proposes to protect areas of high environmental value including mapped vegetation located in the south west and Yaun Creek. These areas are proposed to be dedicated to Council as public open space.
Coastal, wetland and watercourse areas		As mentioned previously, the development proposes to retain and protect Yaun Creek through provision of a 30m buffer. This area is to be dedicated to Council. A minor watercourse traverses the site of which the purposes of this waterway has been confirmed in the Courtney Drive, Upper Coomera Investigation Areas as a private waterway. During discussions with Council's strategic planning officers, it was confirmed that this waterway was not of environmental significance with the focus being on the protection of Yaun Creek in the northern



City Shaping Theme	Element	Relevance/Comment
		area of the site. As such, this minor private waterway is proposed to be piped through the development.
A SAFE, WELL DESIGNED CITY		
Strategic outcomes		The development has been designed to support the identity and character of a suburban neighbourhood. The urban design is such that the development will provide an interesting new community of a low rise and intensity nature. The local road and pedestrian networks are safe, efficient, and permeable connecting to existing and proposed road, pedestrian, recreation, and open space networks ensuring community wellbeing and local identity is achieved.
Landscape character		Landscape character suitable to a suburban neighbourhood is proposed.
Urban design, character and community identity		The development has been designed to suit the character of a suburban neighbourhood and integrates with existing and future suburban developments in the area. The urban design of the development contributes to a safe environment for people of all ages, varying lot size and dimensions attributing to differing affordability needs, solar passive layout, green open spaces where CPTED principles have been applied which will ultimately contribute to a socially cohesive development.
Cultural heritage		N/A
Safe, healthy and cohesive communities		As detailed above, the development has been designed to accommodate the needs of a diverse demographic grouping, is interconnected to existing and future suburban developments and provides opportunity for social interaction through increased pedestrian and open space networks.
Environmental health and amenity		N/A
Natural hazards		The proposed development mitigates natural hazards as outlined in the various consultant reports submitted with this application.
Sustainable infrastructure provision		The development proposes to connect to all essential urban infrastructure. It has been confirmed that capacity exists within the water and sewer infrastructure networks to accommodate the proposed development yield, the development will be contributing to the provision of additional recreation space, the transport networks will be expanded to accommodate the development, and drainage measures are proposed to ensure healthy waterways are maintained.

Of note, the Strategic Framework's section 3.3.7 'Rural residential areas' confirms that *"Some rural residential areas (conceptually shown on strategic framework map 1) (Figure 6) will be investigated for*





land use opportunities and constraints. Until these investigations are undertaken, and any amendments to the City Plan are completed, these areas are to maintain their rural residential character and intent.”

As outlined previously, numerous planning studies and investigations have occurred in relation to the Courtney Drive locale’s suitability for urban development with the recommendations of the latest study – Courtney Drive, Upper Coomera Investigation Area Study having being endorsed by Council and are included in City Plan Major Update 2 (now Major Update 2 and 3) for conversion to the zoning to Emerging Community which will facilitate suburban development.

It is noted that Major Update 2 was previously submitted to the Minister for state interest review but unfortunately was not signed off by the Minister. As a result, Council withdrew the update and have recently submitted a combined City Plan Major Update 2 and 3. Had the original update package been endorsed by the Minister, the package would have recently undergone public consultation. However, due to these delays the applicant can longer wait to lodge the application as contractual obligations need to be met to enable a good outcome to be achieved for the site as is intended by the Investigation Area Study and Concept Plan.

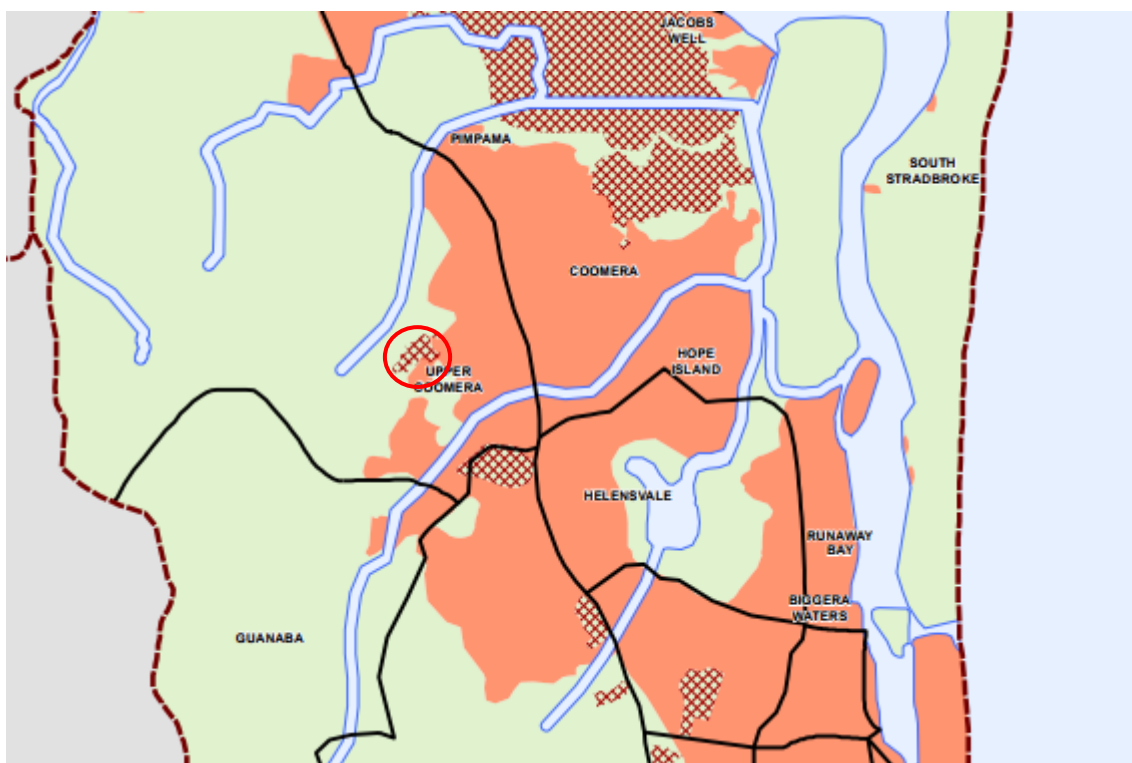
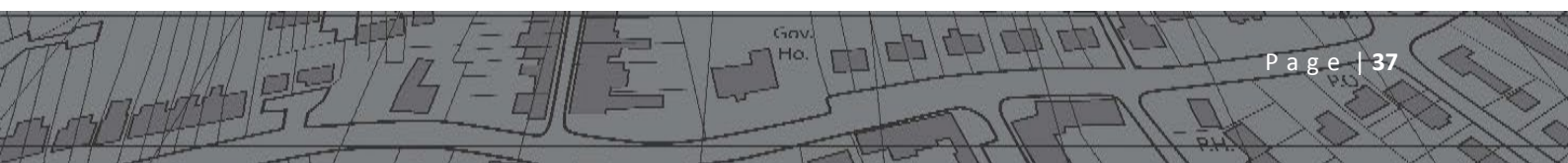


Figure 5: Strategic Framework Map 1 (Source: City Plan 2016)

The proposed development does not intend to be developed in accordance with the site’s current zoning provisions, but rather in line with the Council endorsed planning study (Courtney Drive, Upper Coomera Investigation Area) and associated draft Concept Plan. As previously mentioned, this study has undergone public consultation and an indepth planning and constraints/opportunities investigation of the Courtney Drive locale has been undertaken, which when endorsed by the Minister will be rezoned as Emerging Community with development to occur or an urban nature in line with a Concept Land Use Map (CLUM) – which is understood to be in line with the draft Concept Plan of the Investigation Area Study. It is considered that the development is in line with the endorsed study and amendment to the City Plan.





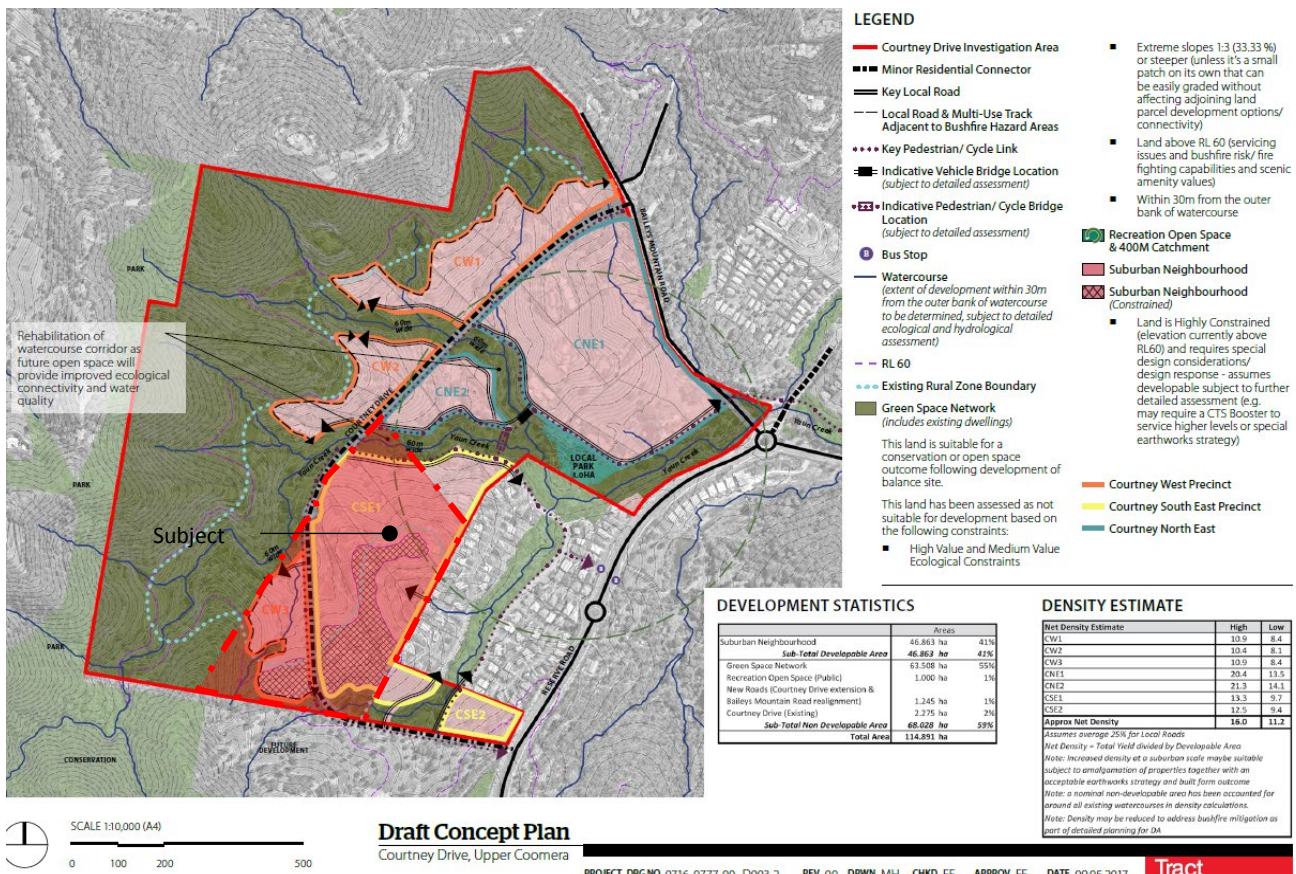
6.4 Courtney Drive, Upper Coomera Investigation Area Study

The subject site is located in the south east corner of the Courtney Drive, Upper Coomera Investigation Area. The Investigation Area comprises a number of precincts which have a clear intent and envisaged residential yields. The below Courtney Drive Upper Coomera Draft Concept Plan identifies the subject site as being located partly within both the Courtney South East Precinct (CSE1) and Courtney West Precinct (CW3) with the net density estimate for these precincts comprising:

- CSE1: High – 13.3 / Low – 9.7
- CW3: High - 10.9 / Low - 8.4

Despite this, provision is specifically included for increased densities where an amalgamated earthworks approach is achieved resulting in an acceptable earthwork and built form outcome as stated below:

Note: Increased density at a suburban scale may be suitable subject to amalgamation of properties together with an acceptable earthwork strategy and built form outcome



Response

Owing to the efforts of our client to negotiate with existing landowners, the subject site comprises five allotments with a net developable area of 14.723Ha. To facilitate the development of the site, an integrated and holistic earthworks approach across the entire site is proposed in an effort to avoid a piecemeal, disjointed approach and reduce the topographical/slope constraints of the site to create an appropriate development outcome that can accommodate built form at a suburban scale. A residential yield of 16.1 dwelling per net Ha / 1 dwelling per 621m² is proposed through this amalgamated approach which is well



aligned to a low density residential environment, generally in line with a residential density of LDR2 (up to 16.6 dwellings per net Ha / 1 dwelling per 600m²) as defined by the City Plan 2016 (v6).

Whilst the site will be recontoured to accommodate the development as proposed, the outcome will result in no lot created with a slope exceeding 10% resulting in relatively level building pads (allotments) for future housing construction – again such a masterplanned approach minimises the unsightly outcomes that prevail when individual lot owners are left to undertake their own site earthworks. Furthermore, the amalgamated earthworks approach enables all allotments to be no higher than RL60 at the front boundary ensuring sufficient water servicing / pressure to all proposed lots across the development site is achieved. A review of the development against the key precinct provisions/intent is discussed below.

6.4.1 Courtney South East Precinct

The following statements relate to the Courtney South East (CSE) Precinct. Please see below responses to these statements in regard to the proposed development.

- *Characterised by its proximity to an existing residential neighbourhood of medium to large lots (39 approx. 600-1,200m²), the extension of Courtney Drive to connect with Reserve Road, the Yaun Creek Corridor at the edge and the nature of the topography and slope.*

Response

The development proposes to extend the Courtney Drive cul-de-sac head through the site to the unformed road in the south east corner ultimately connecting to Reserve Road further to the east. It is noted that a portion of the unformed road will be constructed by others as is conditioned in development approvals for nearby developments. Yuan Creek is protected along the site's northern boundary and is proposed to be dedicated to Council as public open space for environmental purposes. The corridor along the creek will eventually be formed along the full length of the watercourse providing recreational pathway connections through the area. In terms of topography and slope, the site is proposed to be recontoured to establish reasonably level allotments whilst ensure all lot finished ground levels enable connection to essential services.

- *Higher areas of the precinct considered suitable for some significant earthworks, to reduce the amount of land above RL60 (unlock more development potential) and achieve an extension of Courtney Drive that improves the development potential and connectivity.*

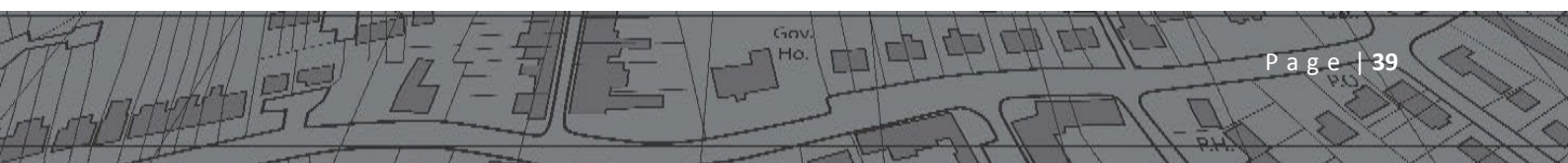
Response

An amalgamated approach to site earthworks is proposed across the site in an effort to reduce slope across the site whilst ensuring finished ground levels at lot boundaries are such that connection to essential services is achieved.

- *Based primarily on slope, lot sizes similar to the adjoining residential area are the most appropriate response for the majority of housing in this precinct. Increased density at a suburban scale maybe suitable subject to amalgamation of properties together with an acceptable earthworks/landscape strategy and built form outcomes.*

Response

The subject site comprises five allotments and a site area of 18.849 Ha. As discussed, an amalgamated approach to earthworks is proposed to reduce slope and finished ground levels across the site establishing reasonably level allotments (no allotment proposed with slope exceeding 10%) to facilitate a low density suburban development. Lot sizes are proposed to range from 351m² to 808m². The





recontouring of the site as proposed provides for appropriate development and built form outcomes and enabling more efficient use of the land and smaller allotments to be created (i.e. unlock more development potential and increased density). The residential density proposed is 16 dwellings per net Ha which is well in line with a low density suburban development.

- *Some smaller, more traditional lots sizes and forms are appropriate adjacent to the Yaun Creek corridor where land is flatter and the level of access to open space and public transport is greater.*

Response

Traditional sized lots are proposed in the north west area of the site adjoining Yaun Creek from 351m² in area.

- *Housing will respond to an earthworks strategy minimising negative visual impacts such as large exposed retaining walls. Split level slab on ground homes will be common (refer Council's slope sensitive design guidelines).*

Response

The masterplanned housing and earthworks approach provided by Gallery Group ensures negative visual impacts of retaining walls are mitigated. Single plane and terraced retaining walls are proposed across the development. Retaining walls are proposed to be positioned along lot side and rear boundaries to ensure visual and streetscape amenity is maintained. Lots with slope in excess of 10% are not proposed. Please refer to the retaining wall plan provided in **Section 4** of this application.

- *Yaun Creek is considered an edge to the neighbourhood and a key character element, local roads and pedestrian and cycle networks must be designed to maximise visual connection.*

Response

The Yaun Creek corridor traverses the site in the north west corner. This area is highly accessible (visually and physically) via three roads and pedestrian pathway network. Lots which adjoin the corridor will provide permeable fencing materials/design to ensure casual surveillance into/out of public open space is achieved.

6.4.2 Courtney West Precinct

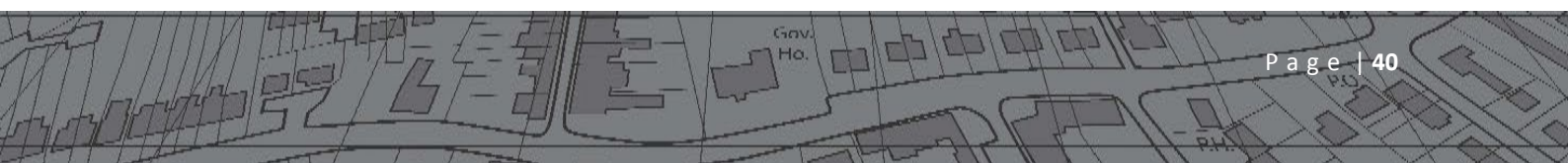
The following intent statements relate to the Courtney West (CW) Precinct. Please see below responses to these statements in regard to the proposed development.

- *Characterised by its proximity to Conservation open space, its higher elevation (key areas of High Scenic Amenity Value), proportion of steeper land and a number of overland flow paths/ waterways.*

Response

The south western area of the site is proposed to be retained as conservation open space to be dedicated to Council. This area is also a high point of the site and scenic values are also proposed to be retained. The balance of the area shown as CW precinct forms part of the overall amalgamated earthwork scheme proposed for the site which has established finished ground levels in line with the balance of the site (CSE precinct).

- *Extent of development is subject to acceptable resolution of bushfire hazard through a management plan at development assessment stage and relies on the ability for amalgamation of sites to address bushfire management.*





Response

A Bushfire Management Plan has been prepared for the development which outlines bushfire risk reduction measures and built form construction materials (from BAL12.5-29) for allotments located within proximity to natural areas to be retained both within the site and external to the site.

- *Typically larger blocks and lower densities. Smaller lots are not acceptable due to the increased bushfire risk, unless it can be demonstrated that the yield is an equivalent outcome with the concept plan and visual amenity is not affected.*

Response

As mentioned, the amalgamated earthworks approach proposed for the slope across the site has enabled allotments to range from 350m² to 697m² along the perimeter of the development footprint in the south / south western areas. Consideration of potential bushfire risk has been assessed with appropriate risk reduction measures proposed as outlined in the submitted Bushfire Management Plan.

- *Housing will respond to the steep slopes minimising the need for significant earthworks and any negative visual impacts such as large exposed retaining walls. Pole homes and split level slab on ground homes will be common (refer Council's slope sensitive design guidelines). Some traditional/ conventional housing outcomes may be acceptable adjacent to Courtney Drive where access is not an issue.*

Response

The holistic masterplanned approach to earthworks has enabled affordable slab on ground dwelling types to be provided. The steeper, elevated and visually prominent area in the south west corner will be retained.

- *Precinct wide approaches to land stability and access are encouraged to minimise excessive earthworks and engineered outcomes.*

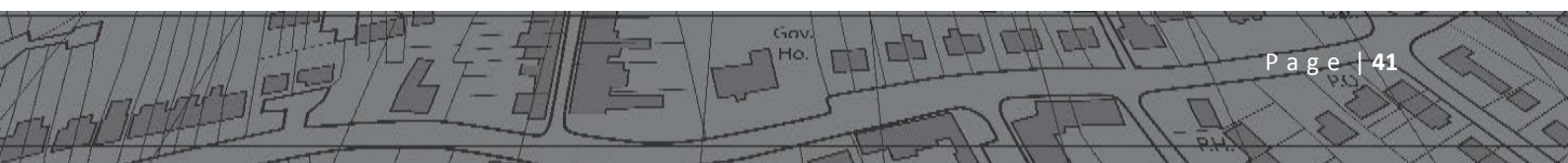
Response

Areas of the precinct with high ecological value and steep slopes are proposed to be retained as public open space for conservation purposes, particularly in the south west corner of the site. The balance of the site as a whole forms part of an amalgamated earthworks scheme which has enabled suburban sized lots to be formed. As provided for by the Investigation Area Study and Draft Concept Plan, yields may be increased where an amalgamated earthworks scheme is proposed, which is the case in this situation and was generally supported by Council officers during our Prelodgement Meeting held in 2017, and prior consultant held with strategic planning officers Grant Harris and Justin Collofello.

- *Developers are encouraged to investigate alternate development approaches that are suited to the conditions, such as community title developments that utilise private roads to access more constrained land, or alternate local streets typologies such as one way loops and split level roads to minimise retaining/batters.*

Response

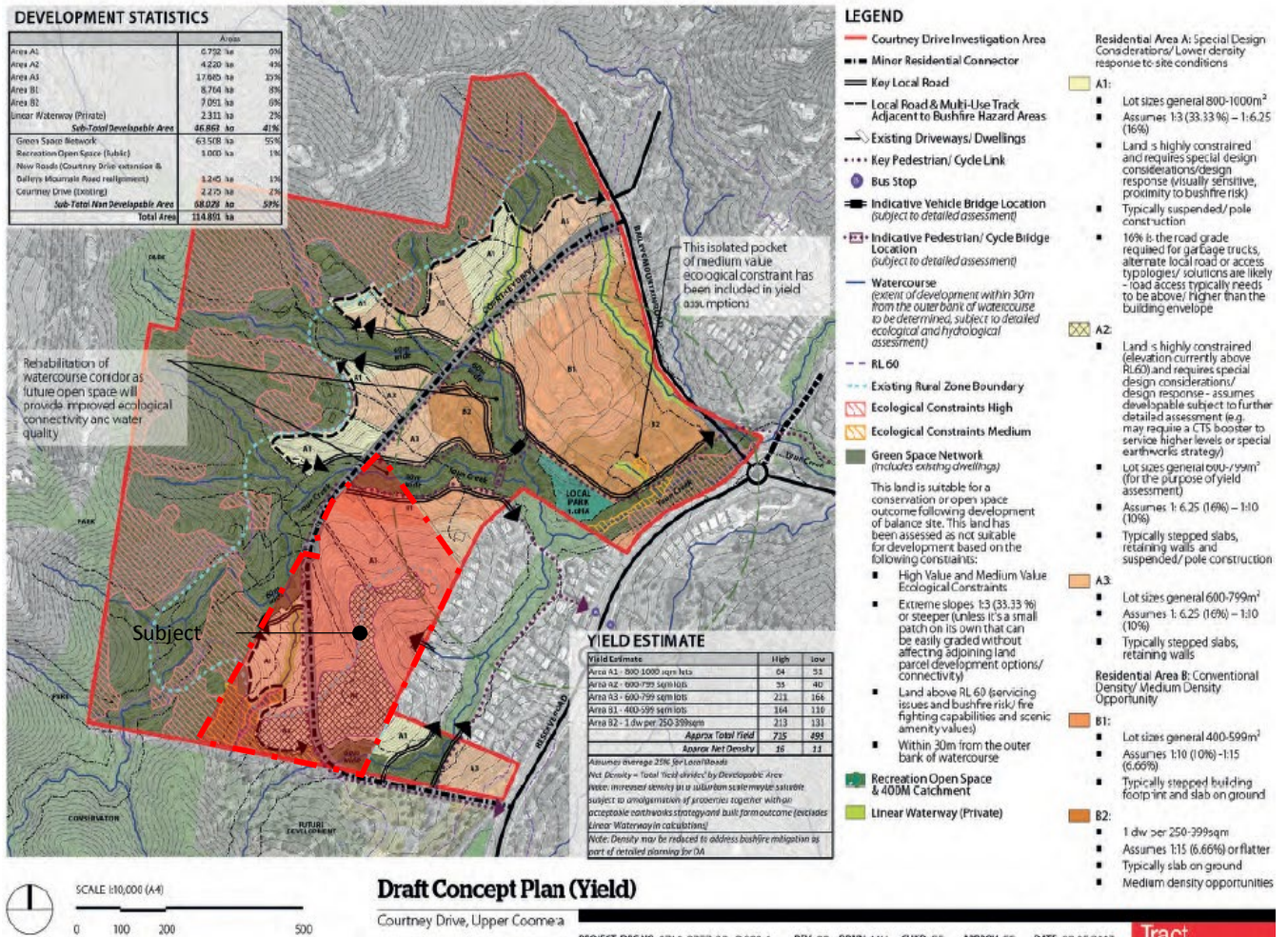
Due to the finished ground levels achieved (no lot higher than RL60 at the lot frontage) an alternate development approach such as a Community Title Scheme is not needed in this situation. All roads and infrastructure are proposed to meet Council standards as per the Land Development Guidelines.





6.4.2 Residential Areas (Yield)

The Courtney Drive, Upper Coomera Draft Concept Plan (Yield) identifies the anticipated residential yield achievable across the Investigation Area based on site topography. The subject site is identified with varying yield comprising both 'Residential Area A' and 'Residential Area B' provisions as outlined below and shown on the below draft Concept Plan.



Response

As mentioned previously, development of the site is proposed to be undertaken by way of an amalgamated earthworks approach to reduce the topographical/slope constraints of the site and create an appropriate development outcome that can accommodate built form at a suburban scale. The outcome will result in no lot created with a slope exceeding 10% and resulting in relatively level building pads (allotments) for future housing construction. As such, the site is proposed to be developed in line with a combination of Residential Areas A and B; namely A3 (600-799m²), B1 (400-599m²) and B2 (250-399m²). The Investigation Area Study and Draft Concept Plan make provision for increased yields where '...*amalgamation of properties together with an acceptable earthworks strategy and built form outcome...*' are achieved. It is considered that the proposed earthworks strategy across the five amalgamated allotments provides for a suitable earthworks outcome across the site resulting in no lot with a slope exceeding 10% and enabling good built form outcomes to be achieved.



6.5 Zone Code

6.5.1 Zone Purpose & Overall Outcomes

The subject site is included in both the Rural Residential and Rural Zones as illustrated in **Figure 7** below.

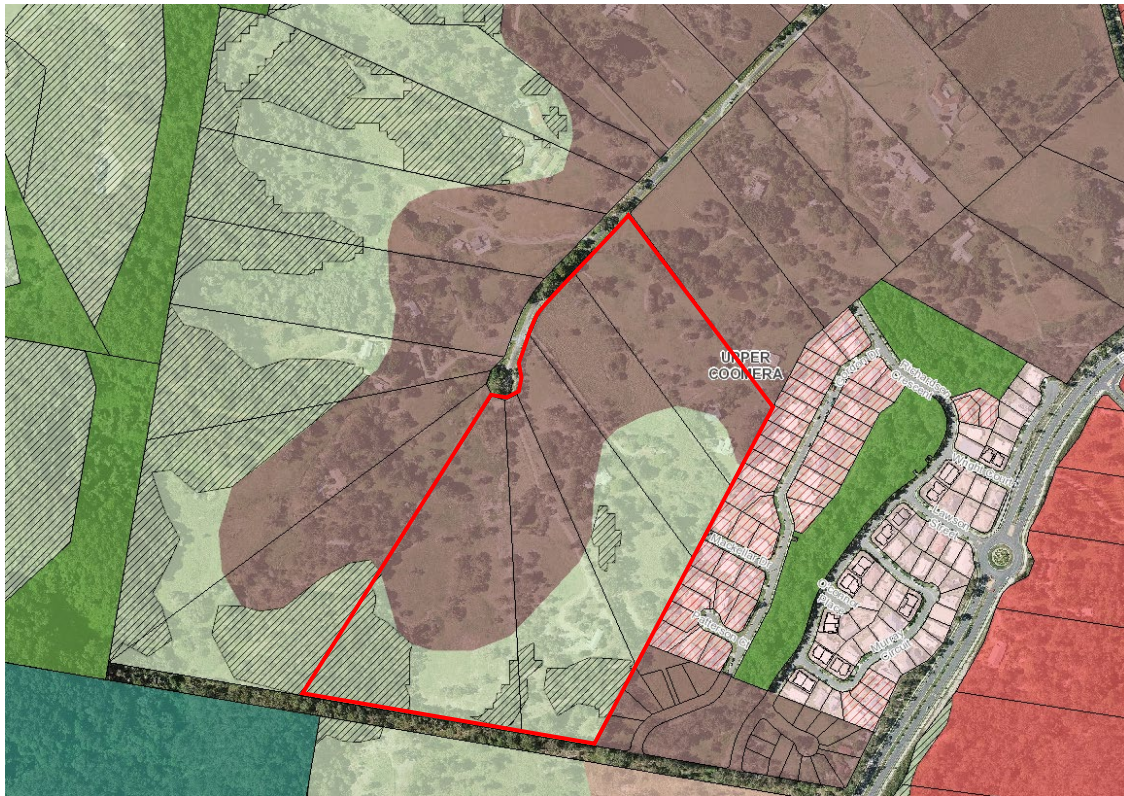


Figure 6: Zone Mapping (Source: PD Online)

Please refer to **Appendix 1** where the development has been assessed against the applicable assessment criteria for both Zones and Section 6.9 of this report which provides a detailed description of the proposed Alternative Outcomes and their compliance with the relevant Performance Outcomes.

6.6 Overlay Mapping & Codes

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

Table 12: Overlays

Overlay Map	Overlay Code	Relevance/Comment
OMA6 Airport Environs – obstacle limitation surface (OLS) overlay map	Airport Environs Overlay Code	Applies – The subject development is located well under the HP provision of 614.4 and therefore has not been assessed any further against the Airport Environs Overlay Code.
OMB2 Bushfire Hazard Overlay Map	Bushfire Hazard Overlay Code	Applies – The proposed subdivision proposes over 200 urban residential allotments. The Bushfire Management Plan has been prepared in regard to the development approval ensuring potential bushfire hazard is suitably addressed as is provided in Section 4 of this application.



OMD1 Dwelling house overlay map	No Code Applies	Applies – not relevant to this proposal.
OME2 Environmental significance – priority species overlay map	Environmental Significance Overlay Code	Applies – The south western corner of the site is mapped as a matter of state environmental significance in regard to koala habitat. Additionally, a small area along the south western boundary is mapped as having State significant species. It is noted that this area of the development has been preserved as public open space and will be dedicated to Council for conservation purposes. Please refer to the Ecological Assessment included in Section 6 of this application.
OME3 Environmental significance – vegetation management overlay map		Applies – The south western corner of the site extending along the southern boundary is identified as having portions of both general and medium priority vegetation/regulated vegetation (Category B). The mapped medium priority vegetation, along with much of the general priority vegetation in the south west corner is proposed to be dedicated to Council for conservation purposes. Please refer to the Ecological Assessment provided in Section 4 of this application.
OME4 Environmental significance – wetlands and watercourse overlay map		Applies – Yaun Creek in the northern corner of the site is mapped as a natural watercourse. A 30m buffer setback is proposed to the waterway as is envisaged in the Investigation Area Study and confirmed during subsequent meetings with Council and seeks to protect the creek through minimising any potential impacts from development on the waterway. The creek and buffer area will be dedicated to Council as part of the assessment process.
OML1 Landslide Hazard overlay map	Landslide hazard Overlay Code	Applies – Areas of potential moderate landslide hazard are mapped over the site. As the development is for urban purposes, a whole of site earthworks strategy has been applied to accommodate the density envisaged for the locale whilst ensuring an appropriate urban design and built form outcome is achieved in line with the Investigation Area Study. Detailed earthworks plans are provided in Section 4 of this application.

6.7 Use & Development Codes

The following summary of the relevant Codes is provided below. Please also refer to **Appendix 1** which contains the detailed response to each of the relevant Use and Development Codes applying to the application. Detailed discussion of Alternative Outcomes is addressed in section 6.9.

Table 13: Use & Development Codes

Use & Development Codes	Relevance/Comment
Reconfiguring a Lot Code	The proposed subdivision is consistent with the requirements under the ROL Code except where an Alternate Outcome is proposed in Section 6.8
General Development Provisions Code	The proposed development complies with all applicable requirements under the code.
Health Waters Code	The proposed development complies with all applicable requirements under the code.
Transport Code	The proposed development complies with all applicable requirements under the code.



6.8 Planning Policies

The development complies with all relevant policies.

6.9 Infrastructure Charges

It is noted that infrastructure charges will be levied in accordance with Council's Adopted Infrastructure Charges Resolution (AICR). Please refer to the information provided in **Section 1** of this application submission to inform the below calculations:

Table 14: Infrastructure Charges

Use Type	Quantity x Charge	Total
Residential Lots	237 x \$28,978.27	\$6,867,849.99
Less Credits (existing lots)	5 x \$28,978.27	\$144,891.35
Total Applicable Charge		\$7,012,741.34

6.10 City Plan Non-Compliances & Alternative Outcomes

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

6.10.1 Rural and Rural Residential Zones

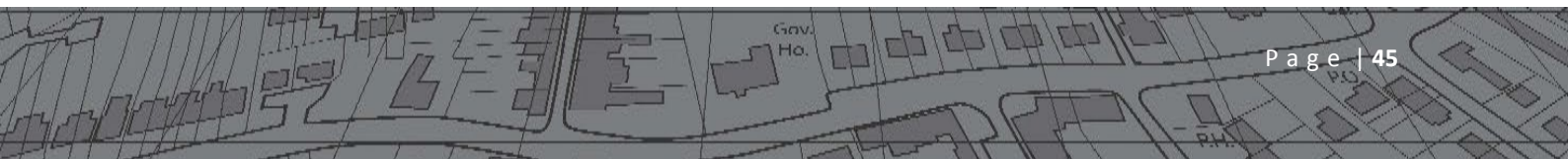
As detailed throughout this report, the subject site is being developed in response to the Council endorsed Courtney Drive, Upper Coomera Investigation Area Study (which in turn responds to s3.3.7.1 of the Strategic Framework) of which the recommendations have been included in the City Plan Major Update 2 and 3 to rezone the site from rural / semi-rural purpose to urban purpose. As such, the current zoning is not representative of the intended development of the site, or the broader Courtney Drive locale, and the respective Zone codes (Rural and Rural Residential) no longer align with the site's development intent being of an urban (suburban) nature.

Whilst a full assessment of the development against these Zone codes has been undertaken (refer **Appendix 1**) and listed below, specific responses in regard to each non-compliance is not provided, nor considered warranted in this instance.

In terms of the Rural Zone Code, the development complies with all Acceptable Outcomes of the Rural Zone Code, with the exception of:

- AO1 relating to setbacks
- AO3 relating to density
- AO5 relating to land use (precinct)
- PO6 relating to lot design

Whilst assessment against the Rural Residential Zone Code indicates that the development complies with all Acceptable Outcomes of this Code with the exception of:





- AO1 relating to setbacks
- AO2 & 3 relating to site cover
- PO7 relating to lot design
- AO8 relating to minimum road frontage and rear lot width
- PO9, 10, & 11 relating to minimum lot size overlay
- AO13.1 & 2 relating to precinct overlay

The above listed provisions are all specifically related to semi-rural / rural sites which require larger allotment sizes, larger lot frontages/dimensions, smaller site coverage, and often include areas of precinct overlay to parts the site.

The Emerging Community Zone Code will be the applicable code development will be assessed against following the Courtney Drive, Upper Coomera Investigation Area being identified as a 'new community' upon implementation of City Plan Major Update 2 and 3 of which a Conceptual Land Use Map will be established in line with the 'Draft Concept Plan' included in the Investigation Area Study. As such, the development as proposed is compliant with PO6 of the Emerging Community Zone Code in that detailed site based investigations have occurred and the development layout has been prepared in regard to the 'Draft Concept Plan'. It is considered that the development meets the intent of the future planning provisions for the site.

6.10.2 Reconfiguring a Lot

Assessment of the development proposal has been undertaken against the Reconfiguring a Lot Code and complies with all Acceptable Outcomes of the Code with the exception of AO20 relating to open space provision. The following Alternative Outcome is proposed which is considered to meet the intent of its corresponding Performance Outcome.

- **Open space provision**

Performance Outcome 20 relating to open space provision states:

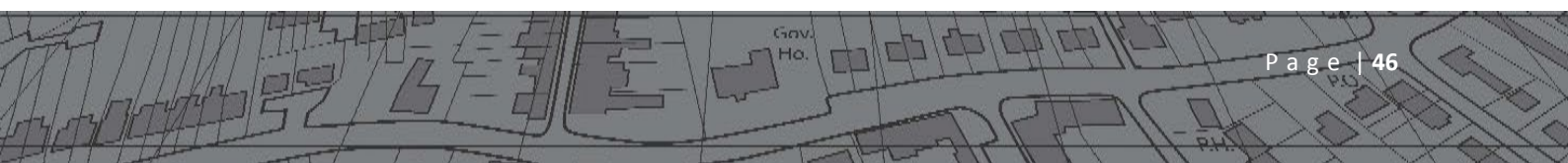
A public open space network is provided which:

- (a) has a range of recreation settings and adequate facilities to meet the needs of the community;
- (b) offers opportunities for residents to conveniently participate in passive recreational activities;
- (c) delivers well distributed public open space that contributes to the legibility, accessibility, safety, and character of the development;
- (d) creates safe and attractive settings and focal points;
- (e) facilitates casual surveillance from adjacent streets and land uses and provides for open space areas with public road frontages;
- (f) delivers stormwater and flood management and care of valuable environmental resources; and
- (g) is cost effective to maintain.

AO20.3 relating to 'non-trunk recreational open space' states:

Residential subdivisions creating more than 100 lots provide a minimum of 20m² of land per dwelling, for open space that is:

- (a) within 400m walking distance of all residential lots; and
- (b) designed to adequately meet the recreational needs of users.





Alternate Outcome

The development proposes 237 lots requiring 4,740m² of recreational open space. The development proposes to establish 2,708m² of open space for recreational purposes which equates to 11m² per lot. The primary recreation park is located in a prominent area off the Courtney Drive extension road and is accessible from three road frontages. It is intended the park be established as part of Stage 1 of the development.

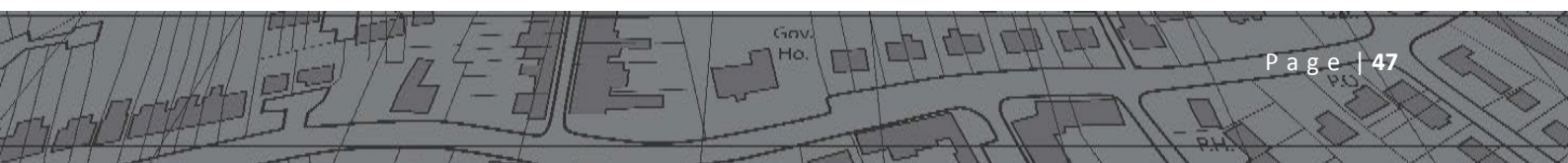
In addition, a pathway is proposed along Yuan Creek which will ultimately form part of a larger pathway network connecting to the future 'trunk' recreation park to be located further to the north adjoining Yuan Creek as shown in the Investigation Area Study. Notwithstanding this, the development will contribute to the existing and future recreational network of the broader area by way of establishing connections to the development to the north and east.

A landscape concept plan has been prepared detailing the proposed design of this park of which provides various active and passive recreational facilities and amenity; is safe, accessible and legible; provides a focal point within the development; facilitates casual surveillance and engages CPTED principles from both within and external to the space; and is cost effective to maintain. It is therefore considered that proposed recreational park satisfies the intent of the Performance Outcome.

6.11 Relevant Matters

Section 45(5) of the Planning Act 2016 outlines that the assessment of this application may be carried out against, or having regard to, any other relevant matter. While a detailed justification supporting the development has been provided throughout this report, the following relevant matters are also provided to justify approval of the proposed development:

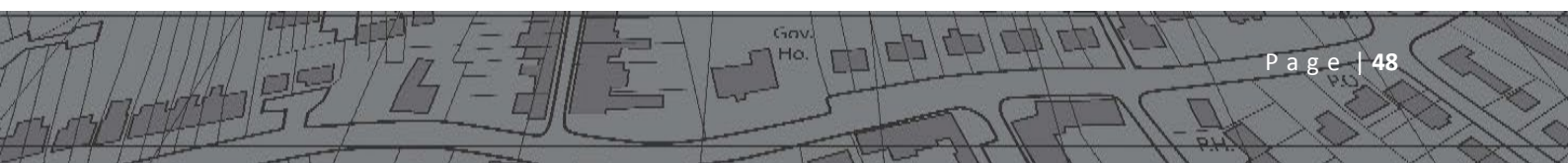
- The proposed development is considered to advance the purpose of the Planning Act 2016 by facilitating ecologically sustainable development (as defined s.3 of the Act) through the preservation of extensive conservation land and the creation of a well-served, connected and liveable community;
- The proposal achieves the intent of the Liveable Communities and Housing State Interest conveyed in the State Planning Policy by assisting in the creation of housing diversity and affordability within the locality;
- The proposed development is reflective of the subject site's designation within the Urban Footprint under ShapingSEQ (SEQ Regional Plan 2017) and the plan's intent to facilitate extensive urban consolidation throughout the Gold Coast and achieving the set dwelling targets;
- The proposed development complies with Purpose of the Emerging Community Zone (of which it will be zoned as per Major Update 2 and 3) by identifying land that is suitable for suburban development and facilitating its conversion to urban purposes;
- The proposal is generally reflective of the development intent assigned to the land under the Council endorsed Upper Coomera Investigation Area Study and associated draft Concept Plan which have been used to inform the Upper Coomera Conceptual Land Use Map (CLUM) included in Major Update 2 and 3;
- Extensive planning studies and investigations (including community consultation processes) have been undertaken in regard to the Courtney Drive area and deemed suitable for urban development





purposes. These studies and investigations (including consultation findings) have all been endorsed by Council dating back to 2014;

- The Upper Coomera Investigation Area has been identified as Council's top prior for urban land release contributing to the continued urban land supply for the City;
- The development complies with the applicable Performance Outcomes and Purpose of the Environment significance Overlay Code by identifying and protecting the matters of environmental significance, identified on the site through extensive fieldwork, in situ through the dedication of approximately 29% of the net site area as open space to Council;
- The proposed development has been designed to manage and mitigate any potential impacts from natural hazards such as bushfire and landslide as demonstrated through the specialist reports submitted with this application and the implementation of the recommendations contained therein;
- The development has been designed to enhance connectivity for pedestrians, vehicles and fauna demonstrating compliance with the 'structure planning' intent conveyed through the New Communities Element of the Strategic Framework, and as envisaged by the Investigation Area Draft Concept Plan, fostering the creation of connected and liveable communities as is desired by the strategic intent of the City Plan; and
- Whilst the City Plan amendment process dealing with the site has incurred significant delay, the Investigation Area itself has undergone a detailed planning and community consultation phase itself in which the proposal accords.





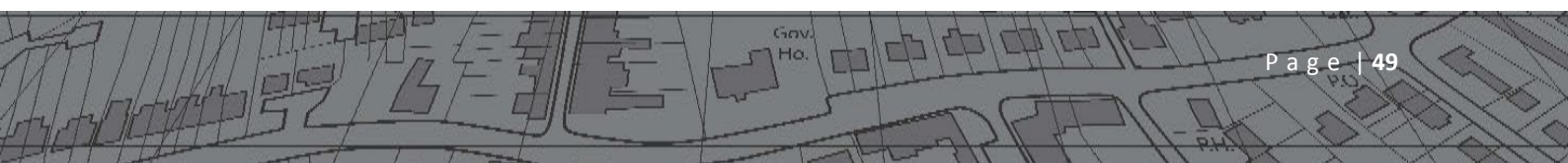
7.0 Conclusion

This planning report has provided an assessment of the proposed Material Change of Use for Dwelling Houses in accordance with a Plan of Development and Reconfiguring a Lot (subdivision to create 237 lots, park and new road) against the relevant elements of the planning legislative framework, particularly at both the State and local government level.

In summary, the extensive planning and Council history in regard to the Courtney Drive, Upper Coomera Investigation Area, and upcoming City Plan Major Updates 2 and 3 represents a significant shift in the land use intent for the site and associated relevant matters that supports the site being developed as urban land. More specifically and in conclusion:

- The development supports Council's intent for the area to be rezoned from rural / rural residential to urban land of which planning has been underway since 2014;
- Additional urban land supply is provided by the development in the northern growth corridor and supports the goals of the South East Queensland Regional Plan 2017;
- The development supports the intended low density urban residential character for the site as provided for in the Council endorsed Courtney Drive, Upper Coomera Investigation Area Study of which is to be rezoned as Emerging Community in the City Plan Major Update 2 and 3;
- An amalgamated bulk earthwork scheme is proposed across the site to reduce slope constraints whilst also ensuring a quality and coordinated development outcome is achieved;
- All allotments can sufficiently connect to Council water and sewer infrastructure and support a proposed residential density of 16 dwellings per net hectare;
- Preservation of high value ecological areas including Yuan Creek in the north and vegetation in the south west has been achieved;
- Inclusion of recreational amenity and open space has been incorporated and proposed to connect to the existing and planning recreational network for the area;
- The development appropriately connects into and supports the existing and proposed urban infrastructure of the surrounding area; and
- Whilst the development does not strictly comply with the Rural and Rural Residential Zone assessment benchmarks of the City Plan, the development does support the higher level planning provisions of the Strategic Framework in relation to suburban development, new communities, and aligns with the Upper Coomera Investigation Area Draft Concept Plan which informed the Upper Coomera CLUM as is proposed in the Major Update 2 and 3 package.

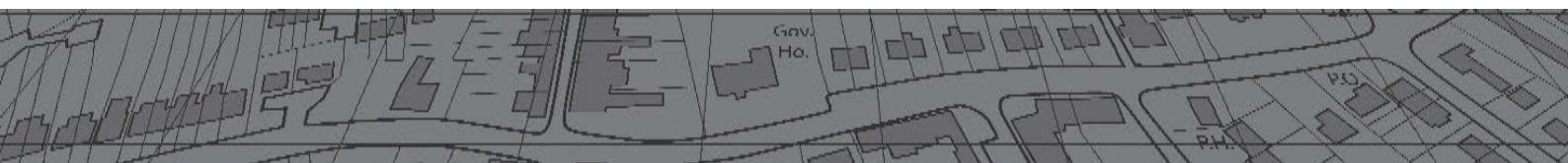
In summary, the development furthers Council's strategic development intent for the Courtney Drive area as is clearly outlined through the extensive planning history dating back to 2014 (see section 2.2 above) and the Council endorsed Courtney Drive, Upper Coomera Investigation Area Study, and City Plan Major Update 2 and 3 which is currently with the Minister for State interest review. Whilst the applicant has been patient in delaying the lodgement of the application to enable the scheme amendment process to advance, continued delay in the amendment package (some 2 years) no longer acceptable and the development of the site must move forward if the integrity of the Investigation Area Study is to be realised and the development of the site undertaken in a coordinated and amalgamated process. It is therefore recommended, that Council favourably consider the application and impose reasonable and relevant conditions as part of its approval.





APPENDIX 1

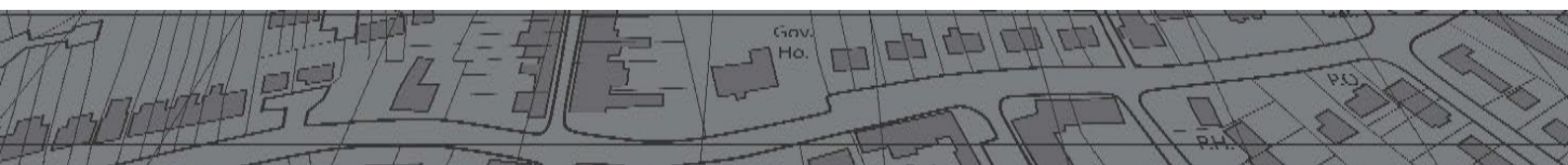
Development Assessment Codes





APPENDIX 2

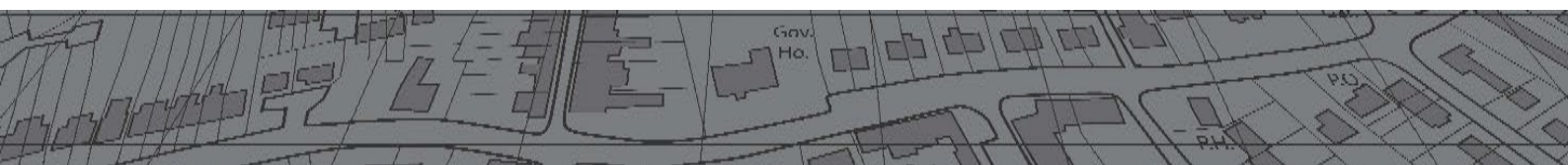
State Planning Policy & Referral Mapping





APPENDIX 3

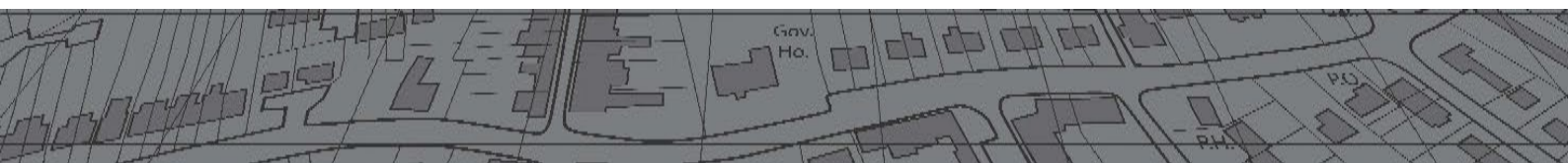
Prelodgement Meeting Minutes





APPENDIX 1

Development Assessment Codes



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.

6.2.21 Rural residential zone code

6.2.21.1 Application

This code applies to assessing all development in the Rural 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 **Rural residential landscape and environment precinct**, additional outcomes will apply.

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

6.2.21.2 Purpose

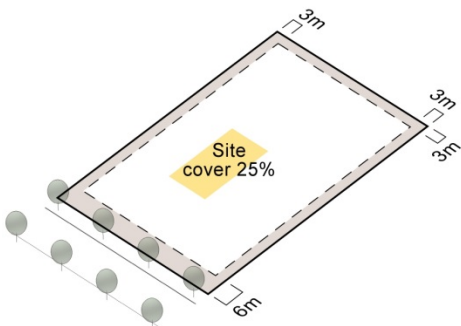
- (1) The purpose of the Rural residential zone code is to provide for residential development on large lots where local government infrastructure and services may not be provided on the basis that the intensity of residential development is generally dispersed.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land uses –
 - (i) support the rural lifestyle and amenity aspirations of residents residing in the semi-rural or bushland environment;
 - (ii) provide low rise, very low intensity residential accommodation such as Dwelling houses, and Short-term accommodation (farm stays) but not Party houses;
 - (iii) preserve the matters of environmental significance and topographical features of the land by integrating uses of appropriate scale amongst the landscape;

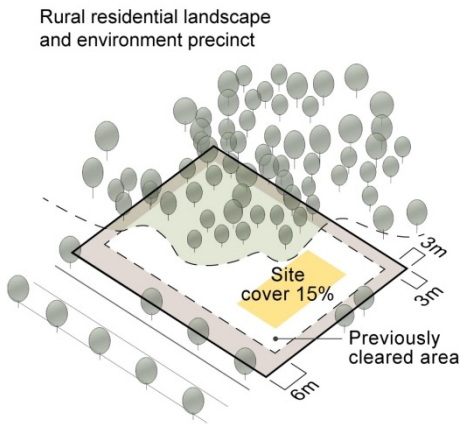
- (iv) non-residential uses such as Child care centres, Shops and Clubs may be appropriate where they meet the day-to-day needs of the residential catchments and do not compromise the amenity and character of the zone and local area;
 - (v) that have potential for higher impacts on amenity but contribute to the semi-rural use of the zone may be considered where they are appropriately designed and located, such as Animal keeping, Animal husbandry and Intensive horticulture;
 - (vi) that do not directly relate to the semi-rural operation of the zone may be considered such as Garden centres, Veterinary services, Community care centres, Community uses, Education establishments, Places of worship, Environmental facilities and Tourist attractions, Emergency services and Transport depot where they do not compromise the amenity and character of the zone; and
 - (vii) do not detract from the residential amenity of the area.
- (b) Character consists of –
- (i) very low intensity and low rise environments; and
 - (ii) private acreage or bushland living, typically situated along natural landscape settings like ridgelines or valleys with the intention of being separated from urban services and providing a high amenity lifestyle choice.
- (c) Built form –
- (i) is very low intensity, low rise and well setback from property boundaries to ensure privacy for adjacent residences and to preserve the very low intensity character of the zone;
 - (ii) maintains a low site cover to promote the semi-rural or bushland setting; and
 - (iii) respects natural landscape values of semi-rural and bushland environments.
- (d) Lot design –
- (i) results in lot sizes and dimensions appropriate for the large lot residential locality that recognise the site's inherent values, constraints and character and supports very low density;
 - (i) provides an average lot size of no less than 8,000m² to protect local amenity and character. To respond to the various constraints found in the zone the lot sizes may vary provided that no lot has an area less than 4,000m²; and
 - (ii) additional outcomes where identified on the Minimum lot size overlay map:
 - facilitates the subdivision pattern and desired character of the locality by meeting the minimum lot size identified on the **Minimum lot size overlay map**; and
 - provides connection to reticulated sewerage in accordance with **SC6.11 City Plan Policy – Land development guidelines**, where the lot size on the **Minimum lot size overlay map** is equal to or less than 2,500m².
- (e) Variations in the zone are –
- (i) **Rural residential landscape and environment precinct.**
- (3) The purpose of the Rural residential landscape and environment precinct will be achieved through the following additional overall outcomes:

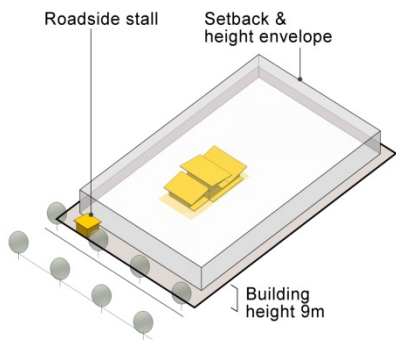
- (a) Subdivision avoids fragmentation of identified matters of environmental significance and natural landscape values.
- (b) Low key nature based activities such as cafés, camping grounds, and eco-tourism may be supported where they support the identified landscape and environment values.
- (c) Inappropriate activities that may erode the matters of environmental significance, recreational, landscape and scenic amenity values of natural landscape and environment areas are not supported.
- (d) Development supports the protection and regeneration of identified matters of environmental significance.

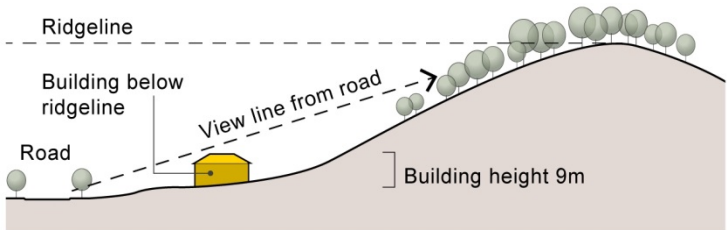
6.2.21.3 Specific benchmarks for assessment

Table 6.2.21-2: Rural residential zone code – for assessable development

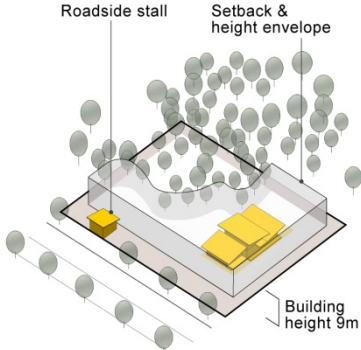
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use						
Setbacks									
PO1 Setbacks: (a) provide privacy to adjacent dwellings; (b) allow for access around the building; (c) contribute to the semi-rural streetscape character; and (d) allow for on-site car parking.	AO1 Setbacks are as follows: <table><tr><th>Setback</th><th>Minimum distances measured in metres (m)</th></tr><tr><td>Front</td><td> - if roadside stall: 0m - otherwise: 6m </td></tr><tr><td>Side and rear</td><td>3m</td></tr></table>	Setback	Minimum distances measured in metres (m)	Front	- if roadside stall: 0m - otherwise: 6m	Side and rear	3m	PLEASE REFER TOWN PLANNING REPORT.	
Setback	Minimum distances measured in metres (m)								
Front	- if roadside stall: 0m - otherwise: 6m								
Side and rear	3m								
									

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 6.2.21-1 Illustration showing Rural residential zone setbacks and site cover outcomes			
Site cover			
PO2 Site cover: (a) is low to protect the rural residential character; and (b) provides areas for on-site sewerage facilities.	AO2 Site cover does not exceed 25%.	PLEASE REFER TOWN PLANNING REPORT.	
PO3 Rural residential landscape and environment precinct Site cover is very low to protect the identified matters of environmental significance and natural landscape values.	AO3 Rural residential landscape and environment precinct Development is confined only to previously cleared areas and site cover does not exceed 15%.	PLEASE REFER TOWN PLANNING REPORT.	
			
Figure 6.2.21-2 Illustration showing Rural residential landscape and environment precinct site cover outcomes			
Height			

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
PO4 Building height is low rise.	AO4.1 Building height does not exceed: (a) 2 storeys with a maximum height of 9m; or (b) a partial third storey if within 9m. AO4.2 Structures do not exceed a height of 9m.	COMPLIES	
 Figure 6.2.21-3 Illustration showing Rural residential zone height outcomes			
Density			
PO5 Residential density is limited to a dwelling house.	AO5 No acceptable outcome provided.	COMPLIES	
Design and appearance			
PO6 Buildings are integrated within the landscape and do not appear as a prominent feature.	AO6 Buildings and structures do not protrude above ridgelines when viewed from any street.	COMPLIES	

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 6.2.21-4 Illustration showing Rural residential zone amenity where buildings are integrated within the landscape and do not appear as a prominent feature			
Lot design (for subdivision only)			
PO7 Where not on the Minimum lot size overlay map or Rural residential landscape and environment precinct Average lot size is no less than 8,000m ² and no lots have an area less than 4,000m ² . Note: this provision does not apply to land that is to be dedicated to Council or State for open space or infrastructure purposes.	AO7 No acceptable outcome provided.	PLEASE REFER TOWN PLANNING REPORT.	
PO8 Where not on the Minimum lot size overlay map or Rural residential landscape and environment precinct Lot configuration creates a very low intensity semi-rural or bushland residential environment.	AO8 Minimum road frontage is 50m. OR For rear lots the average lot width is 50m.	PLEASE REFER TOWN PLANNING REPORT.	
PO9 Minimum lot size overlay map Lot size is not less than that shown on the Minimum lot size overlay map .	AO9 Minimum lot size overlay map No acceptable outcome provided.	PLEASE REFER TOWN PLANNING REPORT.	

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 Minimum lot size overlay map Lot configuration is as follows:	AO10 Minimum lot size overlay map No acceptable outcome provided.	PLEASE REFER TOWN PLANNING REPORT.											
<table><tr><th>Minimum lot size</th><th>Minimum frontage width</th></tr><tr><td>2000m²</td><td>15m</td></tr><tr><td>2500m²</td><td>15m</td></tr><tr><td>3500m²</td><td>15m</td></tr><tr><td>4000m²</td><td>50m</td></tr></table>			Minimum lot size	Minimum frontage width	2000m ²	15m	2500m ²	15m	3500m ²	15m	4000m ²	50m	
Minimum lot size			Minimum frontage width										
2000m ²			15m										
2500m ²			15m										
3500m ²			15m										
4000m ²	50m												
PO11 Minimum lot size overlay map Average lot width for a rear lot is as follows:	AO11 Minimum lot size overlay map No acceptable outcome provided.	PLEASE REFER TOWN PLANNING REPORT.											
<table><tr><th>Minimum lot size designation</th><th>Average lot width</th></tr><tr><td>2000m² - 3500m²</td><td>15m</td></tr><tr><td>4000m²</td><td>50m</td></tr></table>			Minimum lot size designation	Average lot width	2000m ² - 3500m ²	15m	4000m ²	50m					
Minimum lot size designation			Average lot width										
2000m ² - 3500m ²			15m										
4000m ²	50m												
PO12 Minimum lot size overlay map Any proposed lots with a designated minimum lot size of 2,500m ² or less on the Minimum lot size overlay map are connected to reticulated sewerage in accordance with SC6.11 City Plan policy – Land development guidelines.	AO12 Minimum lot size overlay map No acceptable outcome provided.	COMPLIES											

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
PO13 Rural residential landscape and environment precinct Lots are of a size that: (a) promote the intent of the precinct; and (b) prevent fragmentation of identified matters of environmental significance and natural landscape values. Note: this provision does not apply to land that is to be dedicated to Council or State for open space or infrastructure purposes.	AO13.1 Rural residential landscape and environment precinct Minimum lot size is 16,000m ² .	PLEASE REFER TOWN PLANNING REPORT.	
	AO13.2 Rural residential landscape and environment precinct Minimum road frontage is 50m.	PLEASE REFER TOWN PLANNING REPORT.	
 Figure 6.2.21-5 Illustration showing Rural residential landscape and environment precinct where identified natural landscape values are not impacted on as a result of land fragmentation			

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.

6.2.20 Rural zone code

6.2.20.1 Application

This code applies to assessing all development in the Rural 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 **Rural landscape and environment precinct**, additional outcomes will apply to assessment.

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

6.2.20.2 Purpose

(1) The purpose of the Rural zone code is to:

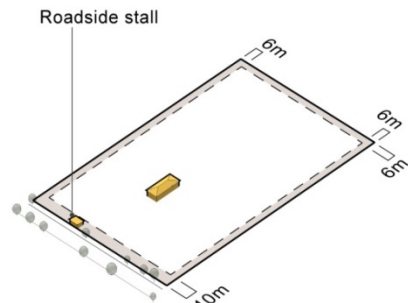
- (a) provide for rural uses including Cropping, Intensive horticulture, Intensive animal husbandry, Animal keeping and other primary production activities;
- (b) provide opportunities for non-rural uses that are compatible with agriculture, matters of environmental significance, and landscape character of the rural area where the uses do not compromise the long-term use of the land for rural purposes; and
- (c) protect or manage significant natural resources, and processes to maintain the capacity for primary production.

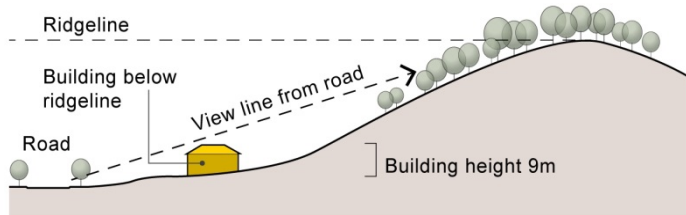
- (2) The purpose of the code will be achieved through the following overall outcomes:
- (a) Land uses –
 - (i) include a range of sustainable rural production pursuits such as Animal husbandry, Cropping, Animal keeping, Intensive animal industry, Intensive horticulture and wine production;
 - (ii) provide low rise, very low intensity residential accommodation such as Dwelling houses and Short-term accommodation (farm stays) but not Party houses;
 - (iii) may include a range of small scale, compatible non-rural activities where they provide goods and services that directly support the rural community and do not conflict with the landscape character, rural amenity and the long-term use of the land, or adjoining land for rural production pursuits. These include Agricultural supplies store, Bulk landscape supplies, Community use, Rural industry, Wholesale nurseries, Food and drink outlets, Garden centres, Health care services, Shops and Environmental facilities;
 - (iv) do not interfere, encroach or impact on the city's sugar cane growing, particularly in the Woongoolba/Norwell areas and the Rocky Point Sugar Mill; and
 - (v) that do not directly relate to rural production may be considered where they do not conflict with landscape character, rural amenity and the use of the land, or adjoining land for rural production pursuits. These include activities such as Markets, Veterinary services, Community care centres, Crematoriums, Places of worship, Renewable energy facilities, Research and technology industry, Nature-based tourism, Outdoor sports and recreation, Transport depots, Clubs, Function facilities, Tourist attractions, Tourist parks, Major electricity infrastructure, Telecommunications facilities and Utility installations.
 - (b) Character consists of –
 - (i) large expanses of workable open land, framed by vegetation and waterways, which is sparsely populated with low-rise, very-low intensity dwellings and rural buildings.
 - (c) Built form –
 - (i) is low rise, with the exception of farming infrastructure, to reduce the visual impact on the rural character;
 - (ii) is of a very low density and supports the rural activity on the site;
 - (iii) is setback to provide an appropriate level of privacy that is expected in a rural setting; and
 - (iv) is carefully sited to ensure buildings and structures are integrated into rural landscapes.
 - (d) Lot design –
 - (i) prevents fragmentation of productive rural land and matters of environmental significance.
 - (e) Variations in the zone are –
 - (i) **Rural landscape and environment precinct.**
- (3) The purpose of the Rural landscape and environment precinct will be achieved through the following additional overall outcomes:
- (a) Land uses do not impact on the matters of environmental significance, landscape and scenic amenity values of the land.

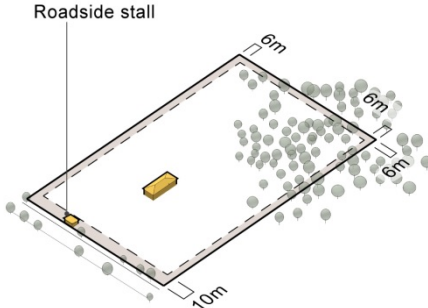
- (b) Natural landscape and matters of environmental significance are protected and conserved to assist in maintaining a green frame to the city's urban area, particularly on the Hinterland ranges and foothills, which contribute to the city's distinct form, visual attractiveness and role as a major tourist destination.

6.2.20.3 Specific benchmarks for assessment

Table 6.2.20-2: Rural 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) protect the amenity of adjacent uses; and (b) provide a level of privacy expected in a rural setting.	AO1 Setbacks are as follows:		PLEASE REFER TOWN PLANNING REPORT.
	Setback	Minimum distances measured in metres (m)	
	Front	- if roadside stall: 0m - otherwise: 10m	
	Side and rear	6m	
			
Figure 6.2.20-1 Illustration showing Rural zone setbacks			
Height			
PO2 Building height is low rise.	AO2.1 Building height does not exceed: (a) 2 storeys with a maximum height of 9m; or	COMPLIES	

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
	(b) a partial third storey if within 9m. AO2.2 For structures, no acceptable outcome provided.		
Density			
PO3 Residential density is limited to a dwelling house.	AO3 No acceptable outcome provided.	PLEASE REFER TOWN PLANNING REPORT.	
Amenity			
PO4 Buildings are integrated within the landscape and do not appear as a prominent feature.	AO4 Buildings and structures do not protrude above ridgelines when viewed from any street.	COMPLIES	
 Figure 6.2.20-2 Illustration showing Rural zone height and amenity where buildings are integrated within the landscape and do not appear as a prominent feature			
Land use (Rural landscape and environment precinct only)			
PO5 Rural activities occur, in the Rural landscape and environment precinct, where they do not result in: (a) the clearing of vegetated areas; (b) impacts on matters of environmental significance; and	AO5 No acceptable outcome provided.	PLEASE REFER TOWN PLANNING REPORT.	

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
(c) loss of the scenic amenity values of hinterland ridgelines, prominent foothills and face slopes.			
 Figure 6.2.20-3 Illustration showing Rural zone land use (Rural landscape and environment precinct only) where it does not result in the clearing of vegetated areas			
Lot design (for subdivision only)			
PO6 New lots are not created. Note: this provision does not apply to land that is to be dedicated to Council or State for open space or infrastructure purposes.	AO6 No acceptable outcome provided.	PLEASE REFER TOWN PLANNING REPORT.	

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.

9.4.8 Reconfiguring a lot code

9.4.8.1 Application

This code applies to assessing reconfiguring a lot for development 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**.

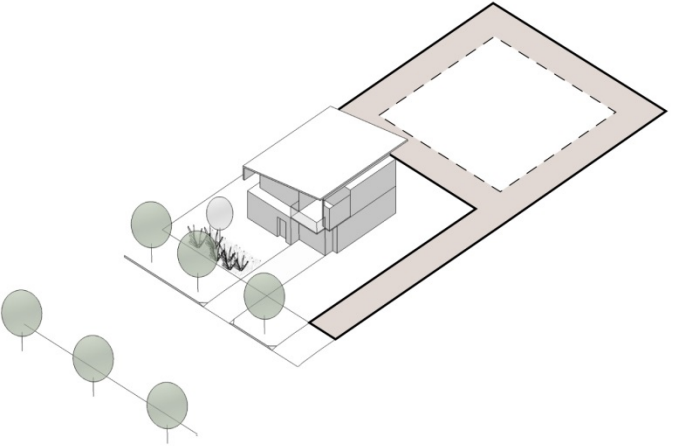
9.4.8.2 Purpose

- (1) The purpose of the Reconfiguring a lot code is to ensure that the reconfiguring a lot lays the foundations for high-quality urban design that supports the outcomes for the zone and is sensitive to the environment, topography and landscape features.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Subdivisions provide a range of lot sizes and frontages to facilitate:
 - (i) different development expected in the zone;
 - (ii) on-street parking which generally caters for demand within the street; and
 - (iii) public utilities and street trees.
 - (b) Reconfiguring a lot allows for increased yields in close proximity to public transport, retail, commercial, community, and recreation facilities.
 - (c) Reconfiguring a lot where creating small lots, demonstrates a Dwelling house can be accommodated, where it meets the relevant zone code and the Small lot housing (infill focus) code, through:
 - (i) a site plan for all lots with an area of 250m² to 400m²; and
 - (ii) site plan, floor plan and elevations for all lots with an area less than 250m².

- (d) Reconfiguring a lot results in safe and interconnected streets that promote the use of public transport, walking and cycling.
- (e) Reconfiguring a lot 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 Coomera Town Centre Indicative Access and Mobility within Part 9.4.13 Transport code.
- (f) Reconfiguring a lot results in lot configuration and orientation to facilitate climatically responsive site design.
- (g) Reconfiguring a lot takes into account the physical, environmental and infrastructure constraints, creating lots that respond to the natural topography of the land by minimising the extent of earthworks required.
- (h) Reconfiguring a lot contributes to the provision of a safe, accessible, convenient and useable network of open space for local communities.
- (i) Reconfiguring a lot provides for community infrastructure and other non-residential activities to support the local neighbourhood, commensurate with the stages of development.
- (j) Reconfiguring a lot ensures that new lots are connected to essential services and public utilities to meet the demand of end users whilst minimising risk of failure or environmental harm.
- (k) Where necessary, new lots are provided with on-site sewerage facilities that are appropriately sited to respond to on and off site constraints.

9.4.8.3 Specific benchmarks for assessment**Table 9.4.8-1: Reconfiguring a lot 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
Reconfiguration of sloping lots			
PO1 Where the development is for residential uses and would result in allotments with an average finished slope that exceeds 10%: (a) earthworking provides for finished ground levels that facilitate development of the allotments for the intended purpose and its related/ancillary areas (e.g. areas of useable private open space) without the need to provide additional retaining walls; and (b) earthworking is undertaken in a way that provides good quality amenity outcomes for future lot users and to the public realm. Note: an earthworking plan illustrating compliance with the above components is Council's preferred method of addressing the above.	AO1 Allotments have an average finished slope less than 10%.	COMPLIES	

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
Additional provisions for creation of rear lots in residential zones			
PO2 Reconfiguration of a lot that creates a rear lot: (a) does not result in unreasonable amenity impacts for adjoining lots by limiting the number of rear lots to one; (b) protects the safety of pedestrians and cyclists by ensuring that access strips to the road frontage are designed to maintain visibility to the verge; (c) provides an adequate internal manoeuvring area for vehicles to exit the rear lot in a forward gear; and (d) allows sufficient street frontage for waste collection.	AO2.1 The rear lot has the same width as the lot it is positioned behind.	COMPLIES	
	AO2.2 Only one rear lot is created.	COMPLIES	
	AO2.3 The rear lot is created for a dwelling house.	COMPLIES	
			
Figure 9.4.8-1 Illustration showing the Reconfiguring a lot outcomes for creation of rear lots in residential zones			

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 access			
PO3 Lot configuration provides safe and efficient access for vehicles and pedestrians.	AO3 All lots have legal road access in accordance with SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards .	COMPLIES	
PO4 The widths of access strips and easements provide safe and efficient access for vehicles and pedestrians.	AO4 Minimum widths for access strips and easements comply with Table 9.4.8-2: Minimum width of access strips or easements .	COMPLIES	
Infrastructure			
PO5 New lots are created with provision of essential services and public utilities, including sewerage, water, electricity and communication services that are designed and located to:	AO5.1 All lots are connected to electricity supply and telecommunications services, with the telecommunications infrastructure designed to support connection to fibre telecommunications infrastructure.	COMPLIES	
	AO5.2 Electricity supply and telecommunications infrastructure are provided underground, where the development involves the creation of more than five lots, five dwellings, or five tenancies, except in the Rural zone.	COMPLIES	
	AO5.3	COMPLIES	

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) meet the needs of users; (b) enhance the health, safety and convenience of the community; (c) be cost effective over their life-cycle; (d) minimise adverse impacts to the environment (including the amenity of the local area); (e) minimise risk of failure or damage during a natural hazard event; and (f) support connection to fibre telecommunication infrastructure.	All new lots within the Local government infrastructure plan boundary are connected to reticulated water supply in accordance with SC6.11 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards , except in the Extractive industry, Rural and Conservation zones.		
	AO5.4 All new lots within the Local government infrastructure plan boundary are connected to reticulated sewerage in accordance with SC6.11 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards , except in the Extractive industry, Rural and Conservation zones, and those lands within the Rural residential zone unless specifically stated in the Rural residential zone code.	COMPLIES	
	AO5.5 On-site water supply is provided in accordance with SC6.11 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards for all new lots created in the Extractive industry, Rural, Rural residential and Conservation zones or in areas outside the Local government infrastructure plan boundary.	NOT APPLICABLE	
	AO5.6	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
	On-site sewage disposal is provided in accordance with Council's <i>Guidelines for the Installation and Operation of Aerobic Wastewater Treatment Plants for Domestic and Small Scale Commercial Users 1995</i> and <i>AS1547</i> for all new lots created in the Extractive industry, Rural, Rural residential and Conservation zones or in areas outside the Local government infrastructure plan boundary.		
On-site sewerage provision			
PO6 The sewerage disposal area is located in a position that is sufficiently separated from adjoining property boundaries and nearby waterways.	AO6 For development involving on-site sewage disposal, an Effluent Disposal Report prepared by a qualified expert shall be submitted demonstrating that new lots are of a sufficient size and design to allow for the required separation distances of the disposal area from: (a) adjoining property boundaries; (b) adjacent wastewater systems; (c) nearby waterways; (d) inappropriate soil types; and (e) other general site constraints that would inhibit the disposal of wastewater to an acceptable environmental and health standard. Note: the Effluent Disposal Report shall demonstrate the type, size and location of the effluent disposal and dispersal area, the extent of vegetation clearing that is required to achieve the disposal and dispersal area, and the extent of earthworks required to achieve the effluent disposal.	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
Rearranging lot boundaries			
PO7 Rearranging a lot boundary results in lots which have practical shapes and allow for the intended uses described in the zone. Note: irregular shaped lots will only be accepted to address encroachments.	AO7.1 The rearranging of a lot boundary does not restrict the lawful use of either lot.	NOT APPLICABLE	
	AO7.2 The rearranging of a lot boundary results in lots which comply with the applicable zone requirements.	NOT APPLICABLE	
	AO7.3 The rearranging of a lot boundary ensures that a building or structure that is not intended for common use and sharing by a formal title arrangement is not located across a boundary or within a setback.	NOT APPLICABLE	
Additional provisions for volumetric subdivisions			
PO8 Volumetric subdivision (of the space above or below ground level) facilitates efficient delivery of development and does not result in the creation of parcels that cannot achieve any development rights, or that will not have adequate access to infrastructure. Note: a Building Management Statement(s) ('BMS') may be conditioned to ensure compliance with this provision. The BMS will be required to note the continuing application of existing development permits.	AO8 No acceptable outcome provided.	NOT APPLICABLE	
PO9 The volumetric subdivision does not compromise any of the requirements of the earlier development approval.	AO9 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
PO10 Adequate access to services and facilities is provided for all lots, including water, sewer, access, car parking, etc. in accordance with earlier development approvals. Note: a Building Management Statement(s) ('BMS') may be conditioned to ensure compliance with this provision. The BMS will be required to note the continuing application of existing development permits.	AO10 No acceptable outcome provided.	NOT APPLICABLE	
Housing diversity			
PO11 Residential subdivisions creating 10 or more lots vary lot sizes to accommodate potential multiple dwelling development where the zone allows.	AO11 No acceptable outcome provided.	NOT APPLICABLE	
PO12 Small lots in residential subdivisions are distributed amongst larger lots to facilitate variation in dwelling form and to meet the purpose of the zone.	AO12 No acceptable outcome provided.	COMPLIES	
PO13 Narrow lots are distributed amongst wider lots to provide: (a) variation in dwelling form; (b) space for public utilities and street trees; and (c) on-street parking. Note: Rear lane layout is required for a series of lots with frontages less than 10m.	AO13 No acceptable outcome provided.	NOT APPLICABLE	

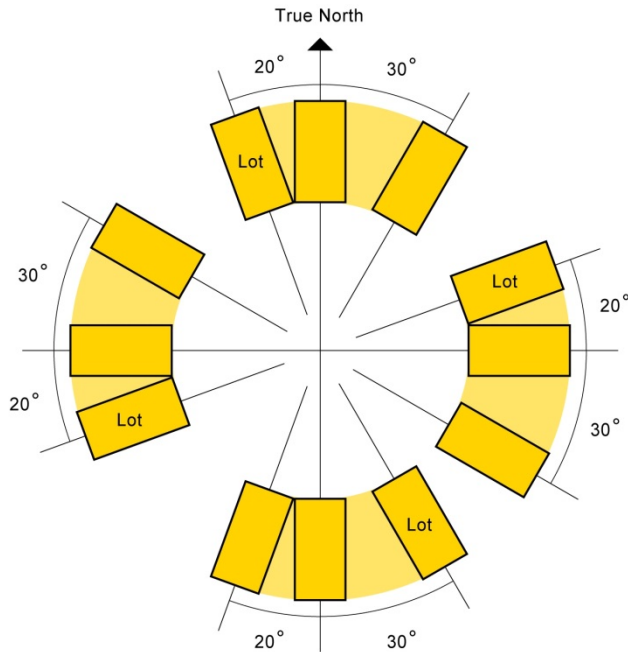
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Creation of small lots			
PO14 Reconfiguring a lot where creating small lots demonstrates a Dwelling house can be accommodated, where it meets the relevant zone code and the Small lot housing (infill focus) code, through: (a) a site plan for all lots with an area 250m ² to 400m ² ; and (b) site, floor plans, and elevations for all lots with an area less than 250m ² . Notes: (a) PO14 does not apply to the creation of small lots where associated with an existing residential building. (b) House plans provided as part of a Reconfiguring a lot application will not be conditioned as part of an approval.	AO14 No acceptable outcome provided.	COMPLIES. A TYPICAL BUILDING ENVELOPE HAS BEEN ESTABLISHED	
Circulation and street access design			
PO15 An overall street network is provided which: (a) prioritises pedestrians and cycling over motor vehicles; (b) establishes a connected and legible street network; (c) provides a high level of internal accessibility and high-quality external connections for pedestrians and cyclists and appropriate external connections for vehicles; (d) creates safe conditions for pedestrians, cyclists and vehicles for both day and night-time usage;	AO15 Streets are designed to: (a) comply with design standards in SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards; (b) establish a safe walkable and permeable street network that provides clear pedestrian and cycle access to commercial, public transport, parks and community service areas; (c) provide street trees in accordance with SC6.12 City Plan policy – Landscape work;	COMPLIES	

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
(e) caters for the extension of existing or future public transport routes to provide services that are convenient and accessible for all the community; (f) facilitates connections for future development, minimising travel distances; (g) are designed to be responsive to the natural contours of the land; (h) facilitates safe and efficient access for service vehicles including refuse collection; and (i) does not compromise future development to achieve the same outcomes listed above.	(d) allow for efficient, safe and unimpeded movement of buses alongside pedestrians, cyclists and other motorists; (e) incorporate signals, pedestrian refuge and splitter islands for the safe crossing of pedestrians and cyclists for intersections and long roads; (f) accommodate service vehicle requirements; (g) have footpaths that link to existing footpaths, road crossings, parks and public transport facilities, and designed in accordance with SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards; (h) provide street lighting in accordance with SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards; and (i) provide for future extensions to the street network.		
PO16 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 within Part 9.4.13 Transport code.	AO16 No acceptable outcome provided.	NOT APPLICABLE	

Additional provisions for subdivisions which result in the creation of 20 lots or more

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
Neighbourhood design, character and integration			
PO17 Development provides a neighbourhood with a strong and positive identity, through: (a) clearly readable streets and useable open space networks; (a) an appropriate response to site characteristics and settings (including landmarks and views); (b) development of a scale consistent with the surrounding urban area, with open space and roads interconnecting to adjoining networks; (c) allowing for increased densities in close proximity to public transport and local services; (d) location of community, retail and commercial facilities at walkable focal points; and (e) providing for a safer community by maximising opportunities for casual surveillance, minimising opportunities for crime and vandalism. Note: a Comprehensive Plan of Development submitted as part of a material change of use application, prepared in accordance with SC6.6 City Plan policy – Comprehensive plans of development, is Council's preferred method of addressing the above outcomes.	AO17 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
Climatically responsive design			
PO18 The street and lot orientation facilitates the construction of energy-efficient buildings that respond to the local climatic conditions by: (a) maximising solar access to the north in winter; (b) minimising solar access to the east and west in the summer; (c) maximising access to any prevailing summer breezes; and (d) minimising exposure to prevailing winter winds.	AO18.1 A site analysis prepared in accordance with SC6.13 City Plan policy – Site analysis identifies how the proposed lot orientation results in the potential for energy efficient buildings that respond to the local climatic conditions.	COMPLIES	
	AO18.2 Roads and lots are generally configured in a grid pattern and run in: (a) north-south direction within 20° west and 30° east of north; and (b) east-west direction within 30° south and 20° north of east.	COMPLIES	

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
 Preferred orientation of new lots			
Figure 9.4.8-2 Illustration showing the Reconfiguring a lot preferred lot orientation outcomes			
Public transport integration			
PO19 Subdivision design supports public transport integration.	AO19 At least 60% of lots are within 400m walking distance of roads which have a minimum carriageway width of 10m and are capable of supporting a bus route.	COMPLIES	
Retail and community services			
PO20	AO20.1	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
Large developments include a site for the location of neighbourhood stores and community facilities to promote a walkable neighbourhood. Note: an adaptable sales office which is used as a shop after the completion of subdivision sales would satisfy this performance outcome.	Lots are allocated and designed to accommodate neighbourhood stores and for community facilities in subdivisions of more than 250 lots. AO20.2 Any lots identified as suitable for neighbourhood stores or community facilities are located in prominent and easily accessible locations within the development.		
Open space provision			
PO21 A public open space network is provided which: (a) has a range of recreation settings and adequate facilities to meet the needs of the community; (b) offers opportunities for residents to conveniently participate in passive recreational activities; (c) delivers well distributed public open space that contributes to the legibility, accessibility, safety, and character of the development; (d) creates safe and attractive settings and focal points; (e) facilitates casual surveillance from adjacent streets and land uses and provides for open space areas with public road frontages; (f) delivers stormwater and flood management and care of valuable environmental resources; and	AO21.1 Land intended for public open space is of a physical standard and condition in accordance with the SC6.11 City Plan policy – Land development guidelines, Section 5 – Public open space standards . AO21.2 For trunk recreational open space Recreation and sporting parklands and land for community facilities are designed and provided in accordance with the Local government infrastructure plan and approved Council master plans. OR Public open space is provided in accordance with an already approved open space strategy, relevant approved material change of use, adopted concept plan, master plan or structure plan.	COMPLIES	
		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
(g) is cost effective to maintain.	AO21.3 For non-trunk recreational open space Residential subdivisions creating more than 100 lots provide a minimum of 20m ² of land per dwelling, for open space that is: (a) within 400m walking distance of all residential lots; and (b) designed to adequately meet the recreational needs of users.	Alternate solution proposed. please refer town planning report.	
PO22 The design and location of open space results in high-quality parkland which: (a) enables the retention and protection of matters of environmental significance, their associated buffers, assessable vegetation, habitat features and natural cultural features; (b) contributes to the visual amenity of the area and facilitates casual surveillance; (c) can be easily accessed along road frontages; (d) directly adjoins existing or proposed open space areas; and (e) creates opportunities for linkages between open space areas.	AO22.1 Open space is provided adjacent to waterway buffers with roads servicing linear parkland, and lots located on the opposite side of the road.	COMPLIES	
	AO22.2 Open space for conservation purposes is consolidated with other conservation areas to allow for a connected movement corridor.	COMPLIES	
	AO22.3 Recreational open space areas less than 5,000m ² directly adjoin existing or proposed recreational open space areas to provide: (a) a consolidated useable area; and (b) connectivity between open spaces.		
Open space, safety and design			
PO23 Open space areas are designed and managed to promote user safety.	AO23.1 Areas intended for use during times of darkness are lit in accordance with SC6.11 City Plan policy – Land	COMPLIES	

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 guidelines, Section 5 – Public open space standards.		
	AO23.2 Casual surveillance is achieved by parks and open space being overlooked by housing, commercial or other development, as well as passing pedestrian and vehicle traffic.	COMPLIES	
	AO23.3 Fencing greater than 1.2m in height adjoining a park is to be at least 50% transparent (i.e. swimming pool style or timber picket fencing) and any landscaping adjacent to the fence is to be designed to maximise the opportunity for casual surveillance.	COMPLIES	
Staging of subdivision			
PO24 Staging of the subdivision ensures that safe and convenient access to public transport, open space, community facilities, convenience shopping and local employment opportunities integrate with community need.	AO24 No acceptable outcome provided.	COMPLIES	

Table 9.4.8-2: Minimum width of access strips or easements

Zone	Minimum width of access strips or easements (metres)
Rural	10
Rural residential	6
Township	4.5
Low density residential	4.5
Medium density residential	4.5
High density residential	6.0
Centre	4.5
Neighbourhood centre	4.5
Mixed use	8
Medium impact industry	8
Low impact industry	8
Extractive industry	10
Waterfront and marine industry	8
Community facilities	4.5
Sport and recreation	4.5
Open space	15
Emerging community	No acceptable outcome provided
Conservation	No acceptable outcome provided
Limited development (constrained land)	No acceptable outcome provided
Special purpose	No acceptable outcome provided
Innovation	4.5
Major tourism	No acceptable outcome provided

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

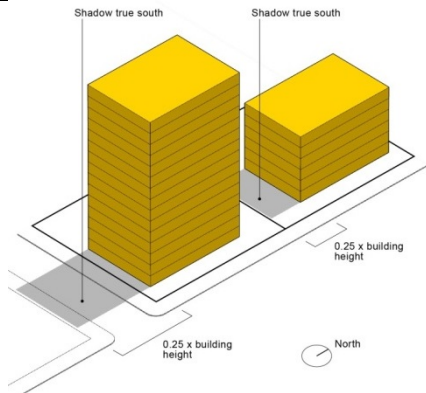
Table 9.4.4-2: General development provisions code – for assessable development

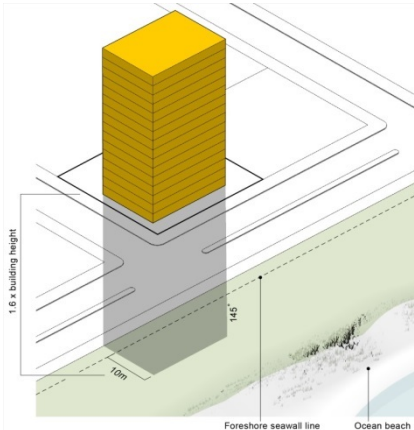
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Amenity protection			
PO1 Development mitigates any negative effects to amenity, health and safety from 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	
PO2 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;	AO2 No acceptable outcome provided.	COMPLIES	

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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
	on land that is or is intended to be, public open space.		
Building services			
PO5 All mechanical equipment is located and housed so as not to cause disturbance to residents within or adjoining the development.	AO5 For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences: The mechanical equipment, including air-conditioning plant and swimming pool pumps, is incorporated within the building. OR The mechanical equipment, including air-conditioning plant and swimming pool pumps, is housed external to the principal building and: (a) is contained within a solid structure; and (b) located no closer than 1.5m to any site boundary.	NOT APPLICABLE	
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	
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	

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
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: (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.	AO8.1 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	NOT APPLICABLE	
	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.	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
	 Figure 9.4.4-2 Illustration showing southern shadow outcome		
	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	
	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	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
	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.  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	
Earthworks and treatment of retaining walls			
PO9 Earthworks and retaining walls associated with the development do not	AO9 Retaining walls and batters comply with the requirements of SC6.11 City Plan	COMPLIES	

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
create a negative visual impact upon neighbouring properties or the streetscape.	policy – Land development guidelines, Section 3 – Change to ground level standards.		
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 SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	COMPLIES	
Infrastructure			
PO11 All development ensures connection to public utilities to meet the needs of the development, including sewer, water, electricity and communications services.	AO11 All development is provided with services, as follows: (a) electricity supply and communication services (b) reticulated water supply, when within the mapped 'water supply service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space or Rural zones (c) reticulated sewer network, when within the mapped 'wastewater service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space, Rural or Rural residential zones.	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <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> .	NOT APPLICABLE	
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 SC6.13 City Plan policy – Site analysis .	COMPLIES	

City Plan code template

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

Please note:

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 or reconfiguring a lot for development where indicated within **Part 5 Tables of assessment** unless either of the following circumstances apply:

- (1) No increase in impervious area is required onsite for the development.
- (2) A stormwater quality and quantity management plan previously approved by the Council has been fully implemented within the existing development layout.

Note: Where a development proposal meets either (1) and (2) above, this code is not applicable.

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 protect the quality of the city's waters from the impacts of development.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Urban stormwater quality management, wastewater management, and management of waters are based on the following principles:
 - (i) Development and construction activities are conducted to achieve the water quality objectives, as specified in the *Environmental Protection (Water) Policy 2009*.
 - (ii) The ongoing management of urban stormwater quality reflect the regional climate and the site's landscape characteristics.
 - (iii) Development is undertaken in accordance with best practice environmental management.

- (iv) Development avoids adverse impacts on the City of Gold Coast's waters or, where this is not feasible, adverse impacts are minimised.
- (b) Water resource catchments are protected from contamination by chemicals.
- (c) 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 be eroded due to cumulative impact of development.

9.4.5.3 Specific benchmarks for assessment

Table 9.4.5-2: 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
Stormwater quality			
PO1 Development appropriately manages stormwater quality to: (a) protect natural ecosystems; (b) integrate stormwater treatment into the urban landscape; (c) protect water quality; (d) reduce runoff and peak flows; and (e) meet the water quality objectives and environmental values for Queensland waters.	AO1.1 Where development is: (a) for a dwelling house, dual occupancy or multiple dwelling on a lot less than 5000m²; or (b) light industry or business activity on a lot less than 2500m², it complies with the 'Deemed to comply' requirements detailed in the Stormwater quality management guidelines in SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	NOT APPLICABLE	
	AO1.2 Where development is:	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: 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.	(a) for a dwelling house, dual occupancy or multiple dwelling on a lot equal to or more than 5000m ² but less than 1.25 ha; or (b) light industry or business activity on a lot equal to or more than 2500m ² but less than 1.25 ha; (c) it complies with the 'Deemed to comply' requirements detailed in the Stormwater quality management guidelines in SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards .		
	AO1.3 Where development is not listed in AO1 a Stormwater Quality Management Plan is prepared by a suitably-qualified person in accordance with the Stormwater quality management guidelines in SC6.11 City Plan policy – Land development guidelines, Section 8 – Engineering drawings, documents and reports .	COMPLIES	
Stormwater quantity			
PO2 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	AO2 A stormwater quantity management plan is prepared by a suitably qualified person and demonstrates: (a) achievable stormwater quantity control measures for discharge during both the construction and operational phases of development designed in accordance with the <i>Queensland Urban Drainage</i>	COMPLIES	

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>Manual (QUDM)</i> unless subject to specific requirements of SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards; (b) on-site detention systems that are designed to restrict peak outflows for Q2, Q5, Q10, Q20 Q50 and Q100 to pre-development conditions.		
Woongoolba Flood Mitigation Scheme Catchment Area			
PO3 In the Woongoolba Flood Mitigation Scheme Catchment Area, shown on the Water catchments and dual reticulation 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.	AO3 No acceptable outcome provided.	NOT APPLICABLE	
Protection of natural flows (discharge)			
PO4 Construction and operational activities avoid or minimise adverse impacts of altered stormwater quality and quantity.	AO4 Development achieves the Frequent Flow Management and Waterway Stability Management design objectives as stated within <i>Chapter 2 – Section 2.4.2 of the Urban Stormwater Quality Planning Guidelines 2010</i> .	COMPLIES	

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 site Stormwater Quality and Quantity Management Report prepared by a suitably qualified person is Council's preferred method required to be submitted to Council to address this Acceptable outcome. The intent in the above guidelines (<i>Urban Stormwater Quality Planning Guidelines 2010</i>) can be achieved by adopting Water Sensitive Urban Design (WSUD) concepts within the development.		

Wastewater management

PO5 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.	AO5 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 waterways; or (ii) if wastewater discharge to the environment cannot	NOT APPLICABLE	
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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
	practicably be avoided wastewater discharge to waterways is minimised through re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.		

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 (ESC)			
PO6 Development does not cause erosion or allow sediments to leave the site.	AO6 An Erosion hazard assessment completed in accordance with the criteria in Table 9.4.5-3 is undertaken to establish the level of risk for soil erosion and sediment pollution to the environment. Where the Erosion hazard assessment has a risk score 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> . Where the Erosion hazard assessment has a risk score greater than 10: A conceptual erosion and sediment control plan (ESCP) is prepared by a suitably qualified person for Council approval in accordance with the <i>Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008</i> .	WILL BE PROVIDED AT OPW STAGE	

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 for all development 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 –
 - (i) ensures that onsite access and parking, manoeuvring and servicing areas are designed to result in a safe, pedestrian focussed environment and promote a high quality public realm.

- (ii) ensures that onsite access and parking, manoeuvring and servicing areas are designed to result in a functional and efficient site layout that minimises impacts on surrounding areas and traffic movement.
- (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

Table 9.4.13-2: Transport code – for assessable development

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Car parking				
PO1 Development provides off-street car parking to accommodate the parking demand. OR Where located in the Centre zone or the Southport Priority Development Area at rates that: (a) reduce congestion and car dependency; (b) maximise the efficiency of car parking provided; and (c) encourage alternative transport options such as walking, cycling and the use of public transport.	AO1 Off- street car parking spaces are provided in accordance with the identified relevant table as follows:		COMPLIES	
	Location	Off-street car parking rate		
	All zones except: (a) Centre zone; (b) High density residential zone (where located in the Transport hub area in Figure 9.4.13-1); or (c) Special purposes zone – Special development area precinct – Southport Priority Development Area	Table 9.4.13-3		
	Centre zone and High density residential zone where nominated	Table 9.4.13-4		

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
	in the Transport hub area in Figure 9.4.13-1		
	Centre zone not nominated in the Transport hub area in Figure 9.4.13-1	Table 9.4.13-5	
	Special purposes zone – Special development area precinct – Southport Priority Development Area	Table 9.4.13-6	
	Note: Where off-street car parking cannot be reasonably provided, Council may consider improvements to active and public transport to offset the shortfall in car parking spaces.		
PO2 Development ensures that access to car parking spaces is provided for employees and bona fide visitors.	A02 Car parking spaces for employees and visitors do not have gateways, doors or similar devices which restrict vehicular access.	NOT APPLICABLE	
PO3 Extensions to development are provided with additional car parking spaces to meet the increased parking demand. Note: Additional car parking spaces are not required where it can be demonstrated that the existing parking on-site was in excess of the City Plan requirements at the time of approval or the applicable parking rates currently in effect or results in the loss of existing pedestrian and cycling facilities.	A03 Extensions to development provide additional car parking spaces based on the increased TUA.	NOT APPLICABLE	
Travel demand measures			
PO4	A04.1 Development that is identified in the Transport hub area in Figure 9.4.13-1: Transport hub area	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 provides alternative modes of travel to reduce dependency on private vehicle usage.	applies travel demand measures in accordance with Table 9.4.13-7: Travel demand measures .		
	AO4.2 Development applies the car sharing travel demand measure in accordance with Table 9.4.13-7: Travel demand measures , where: (a) located in the Centre zone and not identified in the Transport hub area in Figure 9.4.13-1: Transport hub area ; or (b) located in any other zone (except the Centre zone).	NOT APPLICABLE	
Servicing			
PO5 Development accommodates for the required design service vehicle, including waste collection vehicles to service the development.	AO5 Development is designed to cater for the largest service vehicle in accordance with Table 9.4.13-9: Minimum class of service vehicle .	NOT APPLICABLE	
PO6 Development is designed to ensure: (a) that areas are provided for loading and unloading of service vehicles; (b) that loading operations are contained wholly within the site; and (c) that pathways from service areas to tenancies are an appropriate width to allow for pallets and trolleys to manoeuvre without conflicting with doors, gates or landscaping.	AO6.1 Development is designed to provide for the design service vehicle in accordance with Table 9.4.13-8: Service vehicle requirements .	NOT APPLICABLE	
	AO6.2 Service areas are designed in accordance with <i>AS2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	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
PO7 Development ensures that service vehicle routes to and from the development minimise impacts on residential safety and amenity.	A07 Development ensures that service vehicles use the shortest and most direct route to and from the major road network as identified on the Functional road hierarchy network as shown on the Zone map without impacting upon residential amenity and safety of surrounding local area.	NOT APPLICABLE	
Public transport network			
PO8 Development that attracts a high proportion of people using high frequency public transport incorporates on-site provision for integration with the public transport network. This includes appropriate pedestrian and cyclist linkages which are safe, attractive and convenient to use and connected with adjoining uses, public areas and the functional road hierarchy.	A08 Development provides for the integration of an off-road public passenger transport facility for 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	
PO9 Development that attracts a reasonable proportion of people utilising public transport and is located within 400m walking distance of an existing or future: (a) bus stop on a high frequency public transport route; (b) light rail station; and (c) heavy rail station; provides appropriate pedestrian and cyclist linkages, including crossing points, which are safe, attractive and convenient to use and connect with public transport infrastructure.	A09 Development that is located within 400m walking distance of a public passenger transport facility provide footpaths and crossing points to access nearby transport facilities such as bus stops or rail stations safely.	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Active transport network			
PO10 Development ensures that adequate off-street bicycle parking and end-of-trip facilities are provided to encourage use and meet the needs and volumes of predicted pedestrian and cyclist users.	AO10.1 Development provides off-street bicycle parking and 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 . Note: This AO does not apply to the following uses: • Dwelling house; • Secondary dwelling; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings or less).	NOT APPLICABLE	
	AO10.2 Development locates end-of-trip facilities within the site in close proximity to areas of bicycle parking and entrances to the site and/or building.	NOT APPLICABLE	
	AO10.3 Signage for end-of-trip facilities and bicycle parking areas is provided within the site at: (a) ground level, external to buildings, identifying the location of bicycle parking areas; and (b) at bicycle parking areas, indicating the location of end-of-trip facilities.	NOT APPLICABLE	
PO11 Development ensures that access for pedestrians and cyclists from the street frontage and from any car parking or set down area to the main entry of the building is designed to provide safe	AO11.1 Development with 20 dwellings or less and have a single road frontage, provides a footpath, separated from the extension of the access driveway, from the property boundary for a distance equivalent to the zone front setback.	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
movement. It should be convenient and clearly identifiable and avoid conflict with vehicle movements.	AO11.2 Development with 20 dwellings or less and have more than 1 road frontage, provides a pedestrian and cyclist pathway from the primary road frontage that is separated from vehicle movements for a distance equivalent to the zone front setback.	NOT APPLICABLE	
	AO11.3 Development with 21 dwellings or more provides for at least 1 continuous pedestrian and cyclist pathway from each road frontage that is separated from vehicle movements.	COMPLIES	
	AO11.4 Pathways are to be designed and constructed in accordance with <i>AS1428.1-2009: Design for access and mobility Part 1: General requirements for access – New building work</i> .	COMPLIES	
	AO11.5 Where a non-residential land use is to occupy an established residential premises, there is no requirement to provide for a pathway from any road frontage.	NOT APPLICABLE	
PO12 Development ensures that off-street bicycle parking areas are designed to be: (a) located outside pedestrian movements paths and be visible from the street (casual surveillance); (b) easily accessible from the road; (c) arranged so that parking and unparking manoeuvres in a car park do not damage adjacent bicycles;	AO12 Development provides bicycle parking within the site that is designed, constructed and maintained in accordance with the <i>Cycling Aspects of Austroads</i> and <i>AS2890.3:2015 Parking facilities – Part 3: Bicycle parking</i> and the following: (a) employee and residential bicycle parking is provided to a User Class 2 classification accessed by users with a key or security device; (b) visitor (residential and non-residential) is provided to a User Class 3 classification,	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
(d) as close as practical to the cyclists ultimate destination; (e) well lit by appropriate lighting; and (f) protected from the weather.	positioned at ground level in a visible line of sight to the developments main entry; and (c) ramps and pathways be provided as direct as possible from the roadway and/or pathways to the bicycle parking facilities.		
PO13 Development ensures that access for pedestrians and cyclists to and from the site is designed to be direct, safe, pleasant and comfortable environments that connect people with places of local interest, services, public transport facilities and neighbourhoods.	AO13 Development provides for a disability access compliant shared path or footpath along the frontage of the site within the road reserve, designed and constructed in accordance with the Functional road hierarchy network as shown on the Zone map and SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards. Note: This AO does not apply to the following uses: • Dwelling house; • Secondary dwelling; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings or less).	NOT APPLICABLE	
PO14 Development contributes to the safe and efficient provision and operation of the bicycle network.	AO14.1 Development that abuts a service road as shown on the Bicycle network classification map provides: (a) 2m on-road exclusive bike lane to be constructed along the full frontage of the site – development side only; and (b) on-road exclusive bicycle lanes (full-time; minimum 2.0 metres in width) through any new intersection with the required navigational aids such as (but not limited to) directional signage, route markers, pavement treatments and schematic signage. Note: This AO does not apply to the following uses:	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
	- Dwelling house; - Secondary dwelling; - Dual occupancy; or - Multiple dwelling (where there are 3 dwellings or less)		
	AO14.2 Development that abuts a Principal route or District route as shown on the Bicycle network classification map provides a 3m off-road shared footpath to be constructed along the full frontage of the site – development side only. Note: This AO does not apply to the following uses: - Dwelling house; - Secondary dwelling; - Dual occupancy; or - Multiple dwelling (where there are 3 dwellings or less).	NOT APPLICABLE	
	AO14.3 Development that abuts a Neighbourhood route as shown on Bicycle network classification map provides a 2.5m off-road shared footpath to be constructed along the full frontage of the site – development side only. Note: This AO does not apply to the following uses: - Dwelling house; - Secondary dwelling; - Dual occupancy; or - Multiple dwelling (where there are 3 dwellings or less).	NOT APPLICABLE	
	AO14.4 Development that abuts a Principal route, District route or Neighbourhood route as shown on Bicycle network classification map provides a 2m wide on-road cycle lanes.	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: This AO does not apply to the following uses: • Dwelling house; • Secondary dwelling; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings or less).		
	AO14.5 Footpaths and on-road cycle lanes are designed and constructed in accordance with SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards.	COMPLIES	
	AO14.6 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.	COMPLIES	
Roads and freight			
PO15 Where new development creates public road, the road is to be constructed to an appropriate standard.	AO15.1 Development provides public roads that are designed and constructed in accordance with SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards and <i>Austroads</i>.	COMPLIES	
	AO15.2 Development provides public roads which prevent the need for traffic calming devices to manage vehicle design speed, deter through traffic and create safe conditions for pedestrians and cyclists.	COMPLIES	
PO16 Where development provides for an access easement, the easement: (a) is an adequate width;	AO16 No acceptable outcome provided.	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
(b) is constructed to a standard appropriate to the situation; and (c) does not result in unreasonable detriment or nuisance to an adjacent premises.			
PO17 Development ensures that corner lots to a public roadway provide a corner truncation to ensure safety, functioning and visibility at the intersection.	AO17.1 Development provides for a corner truncation, if not already provided, at each corner of a site to a public roadway.	COMPLIES	
	AO17.2 Land required to provide a corner truncation made by three equal chords of a 6m radius (8m where in an Industrial estate) on the corner of the site to a public roadway must be dedicated to Council as road reserve.	COMPLIES	
	AO17.3 At roundabouts and intersections, the truncation must be enlarged to maintain verge widths and sight line requirements.	COMPLIES	
	AO17.4 In brownfield areas, the truncation must not reduce the size of the existing verge area.	NOT APPLICABLE	
	AO17.5 At the entry/exit to a laneway, the truncation is an area made by one chord of a 2m radius.	NOT APPLICABLE	
PO18 Development that provides a new intersection is designed to ensure: (a) safety and does not compromise the efficiency, function, convenience of use or capacity of the road network;	AO18.1 Development that creates a new intersection within a public roadway ensures that the intersection is designed and constructed in accordance with <i>Austroads</i> and SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards.	COMPLIES	

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
(b) verge areas that provide sufficient area for safe pedestrian and cycling movement; and (c) sufficient area to provide essential services and infrastructure, including traffic management.	AO18.2 In brownfield areas, verge areas are not to be reduced but may be widened to accommodate essential services and infrastructure, including bicycle and pedestrian pathways and public transport infrastructure.	NOT APPLICABLE	
Ingress and egress			
PO19 Development ensures that all vehicles ingress and egress the site in a forward gear.	AO19 Development is designed so that all vehicle classes enter and exit the site in a forward gear, unless otherwise stated in Table 9.4.13-8: Service vehicle requirements . Note: This AO does not apply to the following uses: • Dwelling house; • Secondary dwelling; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings or less).	NOT APPLICABLE	
Integrated transport and land use			
PO20 Development is: (a) appropriately located to reduce the need to travel by car and is accessible by public transport, walking and cycling; and (b) designed to reduce impacts on the amenity, safety and operation of the road network through appropriate measures to ensure that the function and capacity of the road network is not compromised.	AO20 A Traffic Impact Assessment is prepared and submitted to Council 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) when the development is freight dependent; (c) when vehicle access will be required to a road identified on the Function road hierarchy map; (d) when vehicle access will be required to a service road as identified on the Pacific motorway service road types overlay map;	COMPLIES	

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
	(e) when vehicle access will be required within 100m of a signalised intersection; (f) when vehicle access will be required within 50m of a roundabout; or (g) when a new intersection is proposed.		
PO21 Development is not located in areas that compromise future transport corridors, including roads, public transport and active transport.	AO21 Land shown on the zone maps for the purposes of existing or future road network infrastructure, is to be dedicated to Council as public road.	NOT APPLICABLE	
PO22 Staged development is planned, designed and constructed to ensure that: (a) the construction of active and public transport infrastructure occurs in initial stages of development; and (b) adequate car parking is provided for each stage to support the function of the development.	AO22 No acceptable outcome provided.	COMPLIES	
PO23 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.	AO23 No acceptable outcome provided.	NOT APPLICABLE	
General			

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
PO24 New development ensures continuous circulation aisles are provided linking all driveways and intersections to access car parking modules and service areas, and avoids the use of the road network when accessing areas within the development.	AO24.1 All car parking modules and service areas are accessed by circulation aisles.	NOT APPLICABLE	
	AO24.2 Circulation aisles are not disconnected by car parking modules or service areas.	NOT APPLICABLE	
	AO24.3 All access driveways are linked by circulation aisles free from parking manoeuvres.	NOT APPLICABLE	
	AO24.4 All vehicles can circulate throughout the new development in a forward gear without performing reverse manoeuvres.	NOT APPLICABLE	
PO25 Off street car parking areas are designed to: (a) provide a legible and efficient internal layout; (b) ensure the safety and security of users; (c) clearly distinguishable from pedestrian paths and entry points; (d) be easily negotiated by vehicles and pedestrians including persons with a disability; (e) ensure that there is 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; and	AO25.1 Off street car parking is designed, constructed, line marked and maintained in accordance with <i>AS2890.1:2004 – Parking facilities – Part 1: Off-street car parking</i> , <i>AS2890.2–2002 Parking facilities – Part 2: Off-street commercial vehicle facilities</i> , <i>AS/NZS 2890.6:2009 Parking facilities Part 6: Off-street parking for people with disabilities</i> and <i>AS1428.1–2009: Design for access and mobility Part 1: General requirements for access – New building work</i> .	NOT APPLICABLE	
	AO25.2 The entry/exit to a driveway, internal to the property boundary of the development, is separated by a central island containing an intercom or similar electronic access device. The intercom (or similar device) is to be setback 4m from the property boundary. OR The intercom:	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
(g) be marked and maintained to the current relevant standard.	(a) is positioned on the right hand side of the access driveway against a wall; and (b) setback 4m from the property boundary, internal to the development. Note: The intercom system is only required where visitor car parking is provided behind a security gate.		
	AO25.3 Development does not provide pavement humps or raised platforms in queuing areas.	NOT APPLICABLE	
	AO25.4 Development is designed so that vehicles do not reverse across marked pedestrian crossings.	NOT APPLICABLE	
PO26 Car parking spaces do not restrict any other space unless it is in a tandem arrangement where no inconvenience arises from its use.	AO26.1 Tandem car parking (2 car spaces parked nose to tail) are counted as 1 space, except in the following cases: (a) the spaces are designated and signed for residential purposes of the same dwelling; or (b) the spaces are designed and signed for the occupants of the site, in a single tenancy; or (c) the off-street car parking is to be operated as a privately operated public car park with on-site management whereby the off-street tandem car parking spaces may be counted as no greater than 1.5 spaces.	NOT APPLICABLE	
	AO26.2 The minimum length of a tandem car space is 10.4m.	NOT APPLICABLE	
	AO26.3 The minimum length of a tandem garage is 11m.	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
PO27 Development ensures that where provision is made for a porte cochere, it is designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the porte cochere must accommodate vehicles entirely within the site, including the queuing of vehicles.	AO27 The porte cochere is to be a minimum of 4.5m in height.	NOT APPLICABLE	

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	
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 staff plus 1 per 5 children enrolled, 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 residence	2 plus 1 for a manager residence OR resident support worker	
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

Land use	Minimum number of off-street car parking spaces	
	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
	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	5 per 100m ² of TUA	
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	2, in addition to parking provided for the primary dwelling	
	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
Hospital	0.8 per staff plus 1 per 2 beds	

Land use	Minimum number of off-street car parking spaces	
Hotel	6 spaces 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
	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 (e) *2 plus 1 per 10 units or dwellings for visitors 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
	Office, if call centre	To be determined upon submission of a Car Parking Assessment to Council

Land use	Minimum number of off-street car parking spaces	
	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: • 4 per hole, plus 3 per 100m² of TUA of clubhouse; or • 6 per 100m² of TUA of clubhouse
	Football ground	50 per field
	Any other court game	20 per court
Permanent plantation	1 per staff in addition to parking provided for the primary dwelling	
Place of worship	1 per 2.5 persons, based on maximum occupancy	
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 spaces 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	
Resort complex	1 per 4 dwellings	

Land use	Minimum number of off-street car parking spaces	
Retirement facility	Low care facility	1 per independent living, self contained dwelling plus 1 per 4 dwellings 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
	Medium care facility	1 per 2 beds plus 1 per 2 dwellings 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
	High care facility	1 per 4 beds plus 1 per 2 dwellings 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
Roadside stall	4	
Rooming accommodation	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
	Any other operation	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 home	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	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	1 per 10 storage sheds plus 3.3 per 100m ² of TUA for administration
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	

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 abuts a Light rail station platform	Non-residential	0
Centre zone	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		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 – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		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
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.

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
Varsity Central/ Bond University	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Residential – serviced and short-term accommodation	1 per 2 units, plus 1 for a manager residence
	Non-residential	Refer to Table 9.4.13-3: Car parking rates
Bond University campus	Residential – serviced and short-term accommodation where on Lot 10 on SP148599	1 per 4 units, plus 1 for a manager residence
Varsity Station Village	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	1 per 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

Centre zone	Land Use	Minimum number of off-street car parking spaces
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
Ormeau	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	5 per 100m ²
Pimpama Old Pacific Highway, Pimpama	All	Refer to Table 9.4.13-3: Car parking rates
Coomera City Centre Days Rd and City Centre Drive	All	Refer to Table 9.4.13-3: Car parking rates
Hope Island Marina Quays Dr	All	Refer to Table 9.4.13-3: Car parking rates
Runaway Bay Shopping Centre Cnr Morala and Lae Dr	All	Refer to Table 9.4.13-3: Car parking rates
Ashmore City Cnr Southport-Nerang Rd and Currumburra Rd	All	Refer to Table 9.4.13-3: Car parking rates
Ashmore Plaza Cotlew St	All	Refer to Table 9.4.13-3: Car parking rates
Southport Park Shopping Centre Cnr Drury Av, Ferry Rd and Benowa Rd	All	Refer to Table 9.4.13-3: Car parking rates

Centre zone	Land Use	Minimum number of off-street car parking spaces
Q-Superstore Cnr Bermuda and Markeri St	All	Refer to Table 9.4.13-3: Car parking rates
Mudgeeraba Village	All	Refer to Table 9.4.13-3: Car parking rates
Treetops (Urbia) Cnr Bermuda Street and Reedy Creek Rd	All	Refer to Table 9.4.13-3: Car parking rates
West Burleigh Shopping Centre Reedy Creek Rd, Burleigh Waters	All	Refer to Table 9.4.13-3: Car parking rates
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
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

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 abuts a Light rail station platform	Residential – permanent/long term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		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 – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		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 – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		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 – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 75m ² TUA

Precinct	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Precinct 3	Within 400m walking distance	Residential – permanent/long term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		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 – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 75m ² TUA

Table 9.4.13-7: Travel demand measures

Travel demand measure	Indicative reduction
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	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 – but a separate service bay and associated manoeuvring area are not required. Where it can be demonstrated that loading and unloading of goods and services can take place within the road reserve, in accordance with the Department of Transport and Main Roads Manual of Uniform Traffic Control Devices, without impact on the safe and efficient operation of traffic – including pedestrian and cyclists – and with no detrimental impact on surrounding amenity consistent with the community's reasonable expectations, Council may determine that heavy rigid vehicle (HRV) and articulated vehicle (AV) access is not required.
1,000m ² – 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 all for all other classes of service vehicle (VAN, SRV & MRV).
2,000m ² – 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 all 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 all for all classes of service vehicle.

Editorial 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 **SC6.11 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
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

Land use	Minimum class of service vehicle
Function facility	MRV
Funeral parlour	SRV
Garden centre	HRV
Hardware and trade supplies	AV
Health care services	SRV
High impact industry	AV
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	Not applicable
Multiple dwelling if: (a) there are 3 dwellings or less	Not applicable
Multiple dwelling if: (a) an internal (private) circulation road way is proposed (b) a vertical built form (tower) is proposed	Standing area for an MRV on-site
Nightclub	SRV
Office	VAN
Outdoor sales	AV
Outdoor sport and recreation	SRV
Outdoor sport and recreation if:	Not applicable

Land use	Minimum class of service vehicle
(a) for a football ground	
Permanent plantation	AV
Place of worship	SRV
Relocatable home park	VAN
Research and technology industry	AV
Resort complex	HRV
Retirement facility	HRV
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

Land use	Minimum class of service vehicle
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

Editorial note – A VAN is a 99.8th percentile vehicle equivalent to the AS2890.1-2004 B99 vehicle or large car.

Table 9.4.13-10: Bicycle Parking Rates

Land use	Long and medium term off-street bicycle parking (staff – Class 2)	Short term off-street bicycle parking (visitors – Class 3)	Additional end-of-trip facilities required (refer to Table 9.4.13-11)
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	1 per 200m ² TUA	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
Medium impact industry	1 per 150m ² TUA	N/A	No
Multiple dwelling	1 per dwelling	1 per 3 dwellings	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
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

Land use	Long and medium term off-street bicycle parking (staff – Class 2)	Short term off-street bicycle parking (visitors – Class 3)	Additional end-of-trip facilities required (refer to Table 9.4.13-11)
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 *Austrroads*

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

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 per shower for each 10 bicycle spaces provided	4 showers, plus 1 per shower for each 10 bicycle spaces provided	1 per 3 showers required or part thereof	1 per shower

Figure 9.4.13-1: Transport hub area

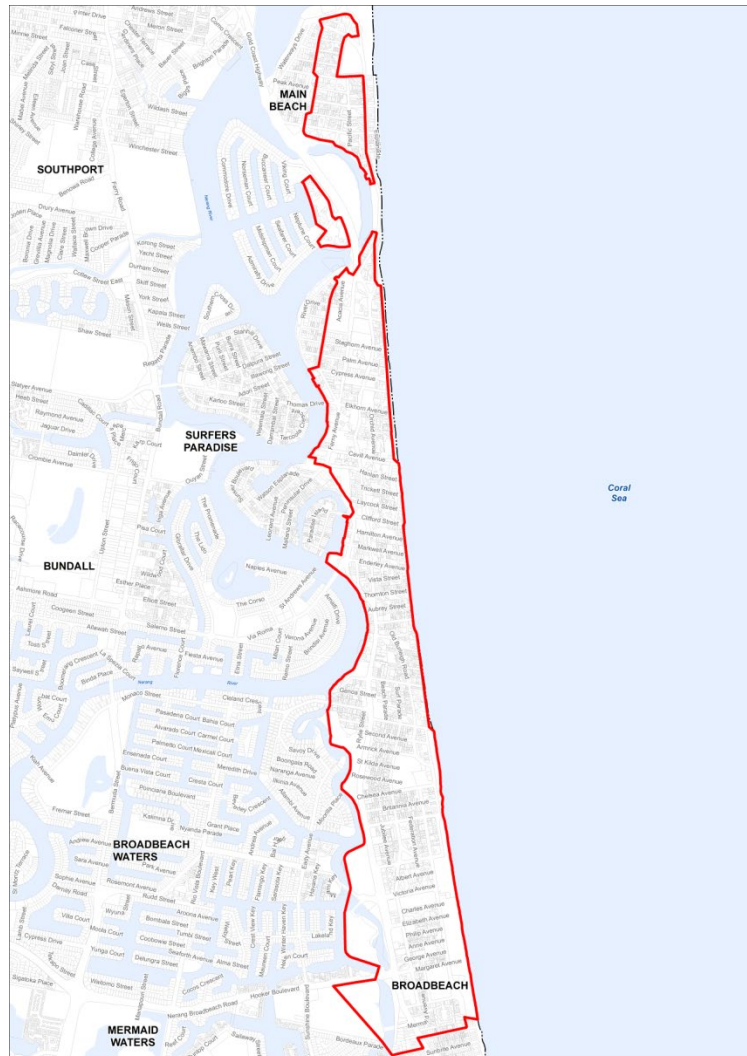
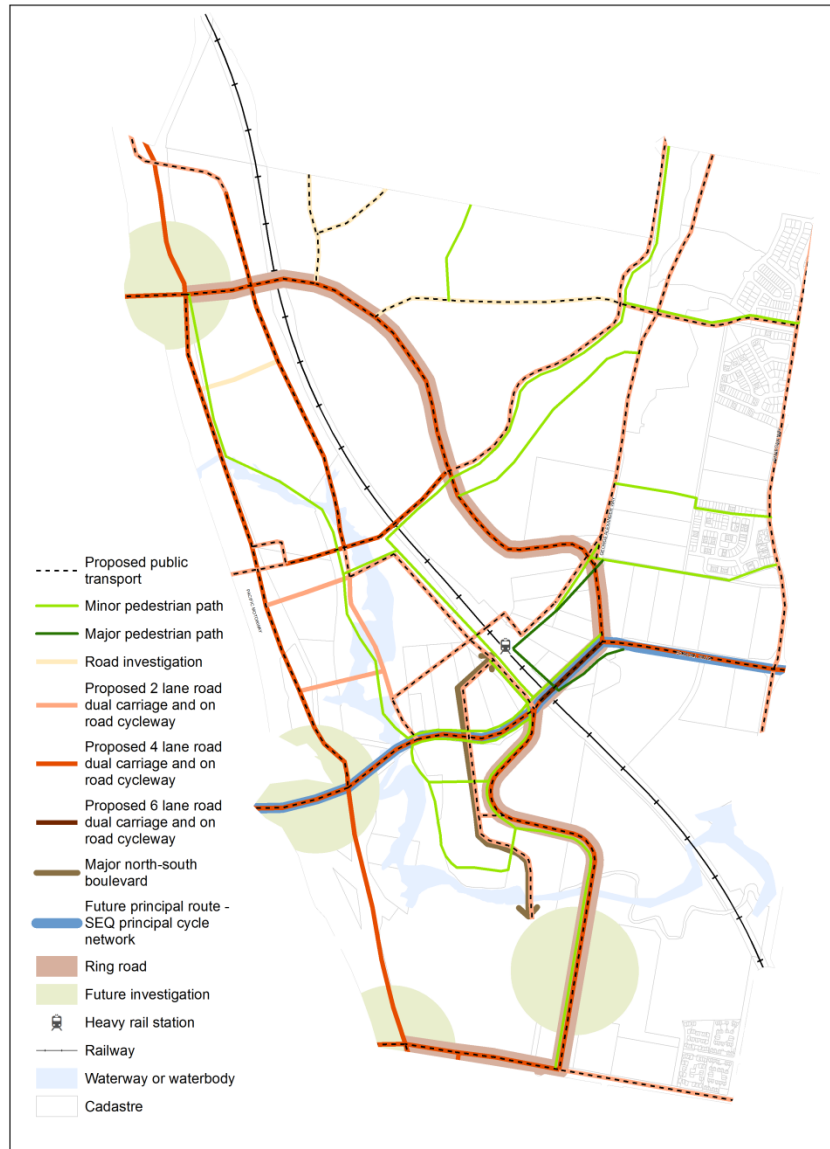


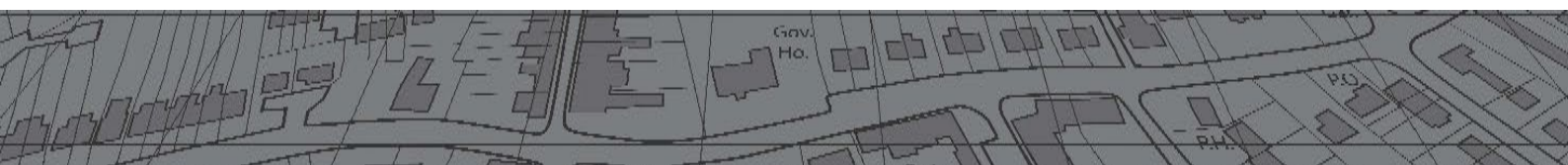
Figure 9.4.13-2: Coomera Town Centre indicative access and mobility





APPENDIX 2

State Planning Policy & Referral Mapping



State Assessment and Referral Agency

Date: 22/01/2018



Department of State Development
Manufacturing, Infrastructure
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Disclaimer:

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Matters of Interest for all selected Lot Plans

SEQ Regional Plan land use categories

Water resource planning area boundaries

Regulated vegetation management map (Category A and B extract)

Matters of Interest by Lot Plan

Lot Plan: 188RP173728 (Area: 30790 m²)

SEQ Regional Plan land use categories

Water resource planning area boundaries

Lot Plan: 189RP173728 (Area: 30340 m²)

SEQ Regional Plan land use categories

Water resource planning area boundaries

Lot Plan: 190RP173728 (Area: 30950 m²)

SEQ Regional Plan land use categories

Water resource planning area boundaries

Lot Plan: 191RP173728 (Area: 37390 m²)

SEQ Regional Plan land use categories

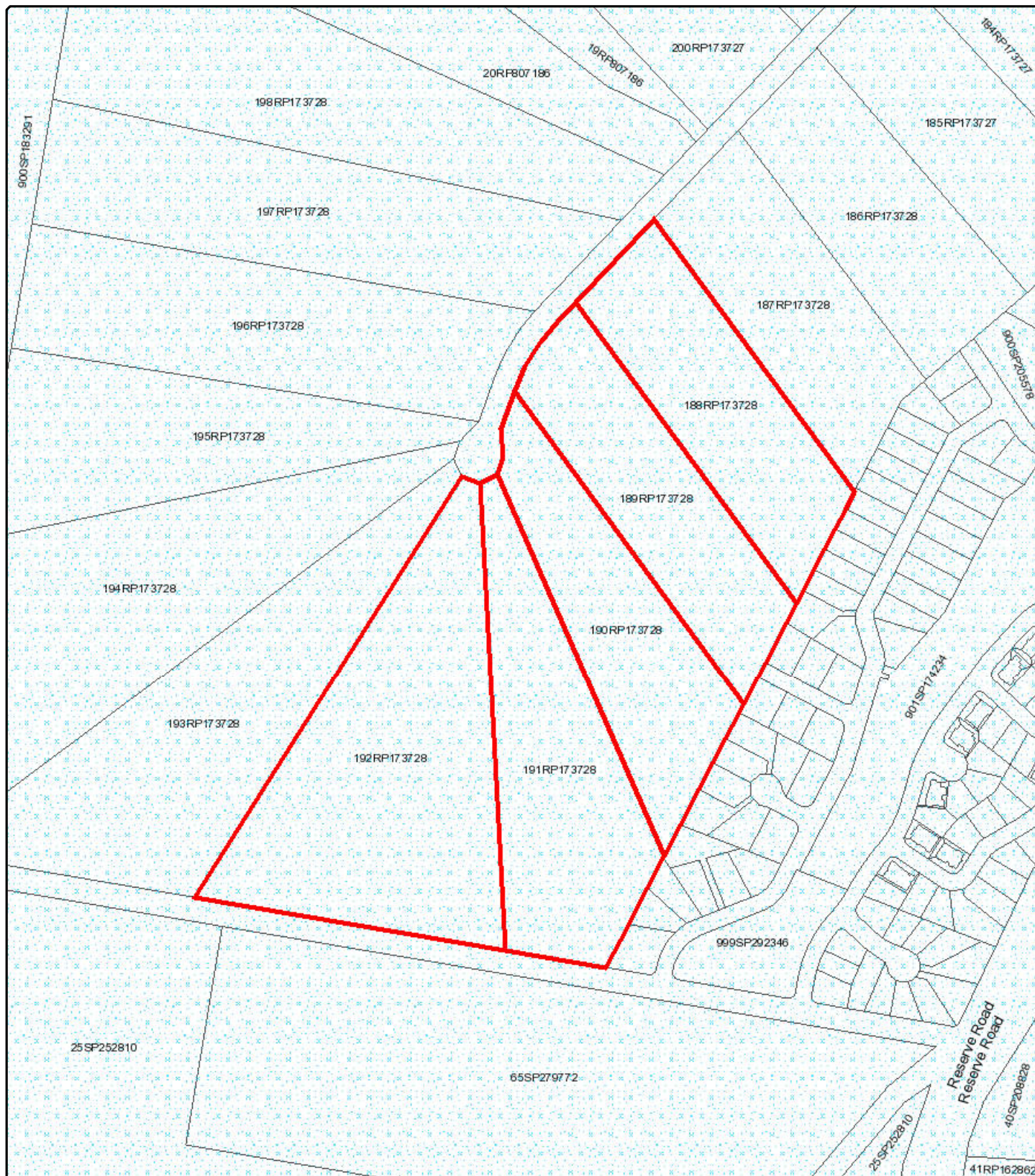
Water resource planning area boundaries

Lot Plan: 192RP173728 (Area: 59020 m²)

SEQ Regional Plan land use categories

Water resource planning area boundaries

Regulated vegetation management map (Category A and B extract)



State Assessment and Referral Agency

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Legend

Water resource planning area boundaries

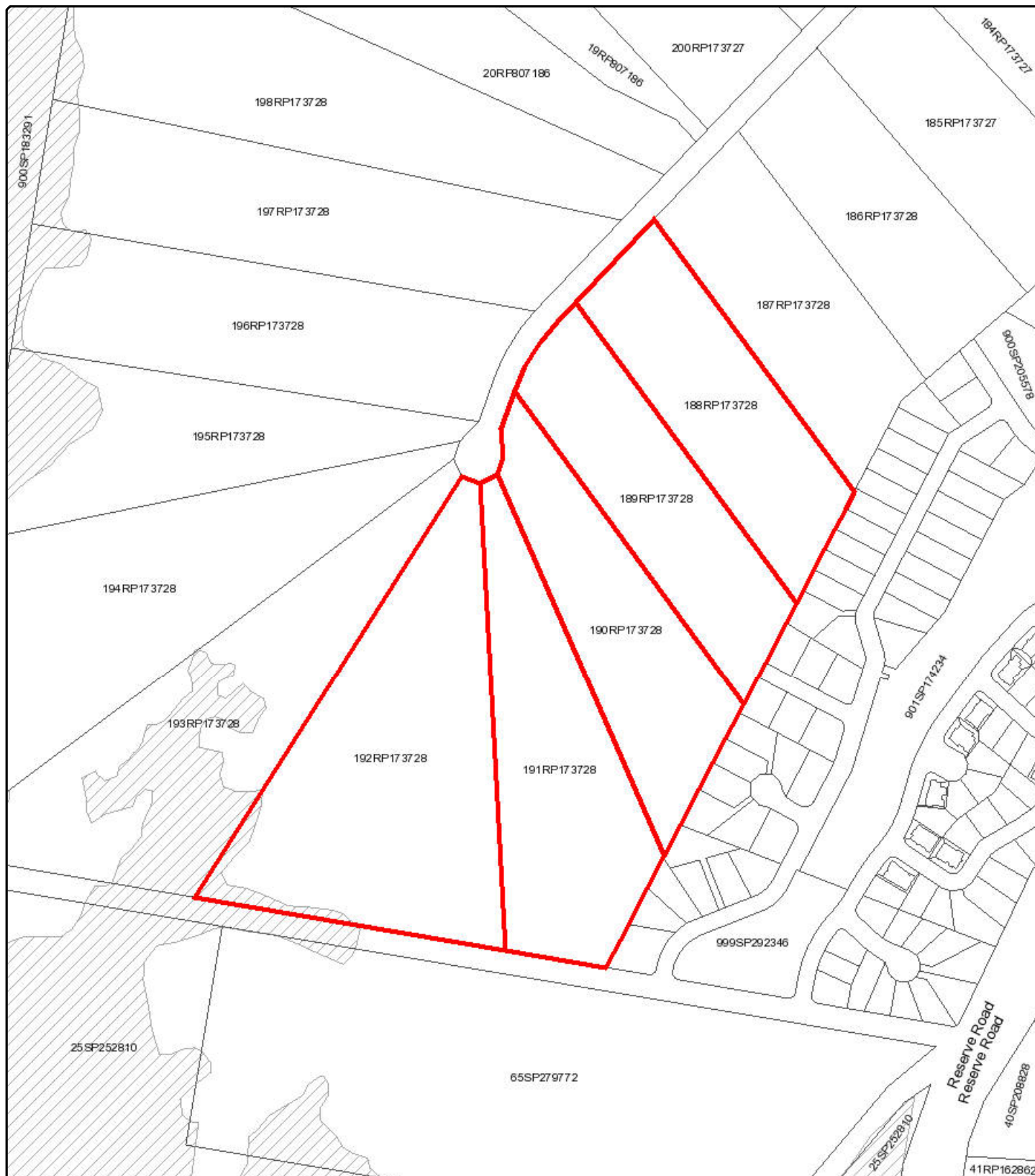


Water resource planning area boundaries

0 90 180 270 360
Metres

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Legend

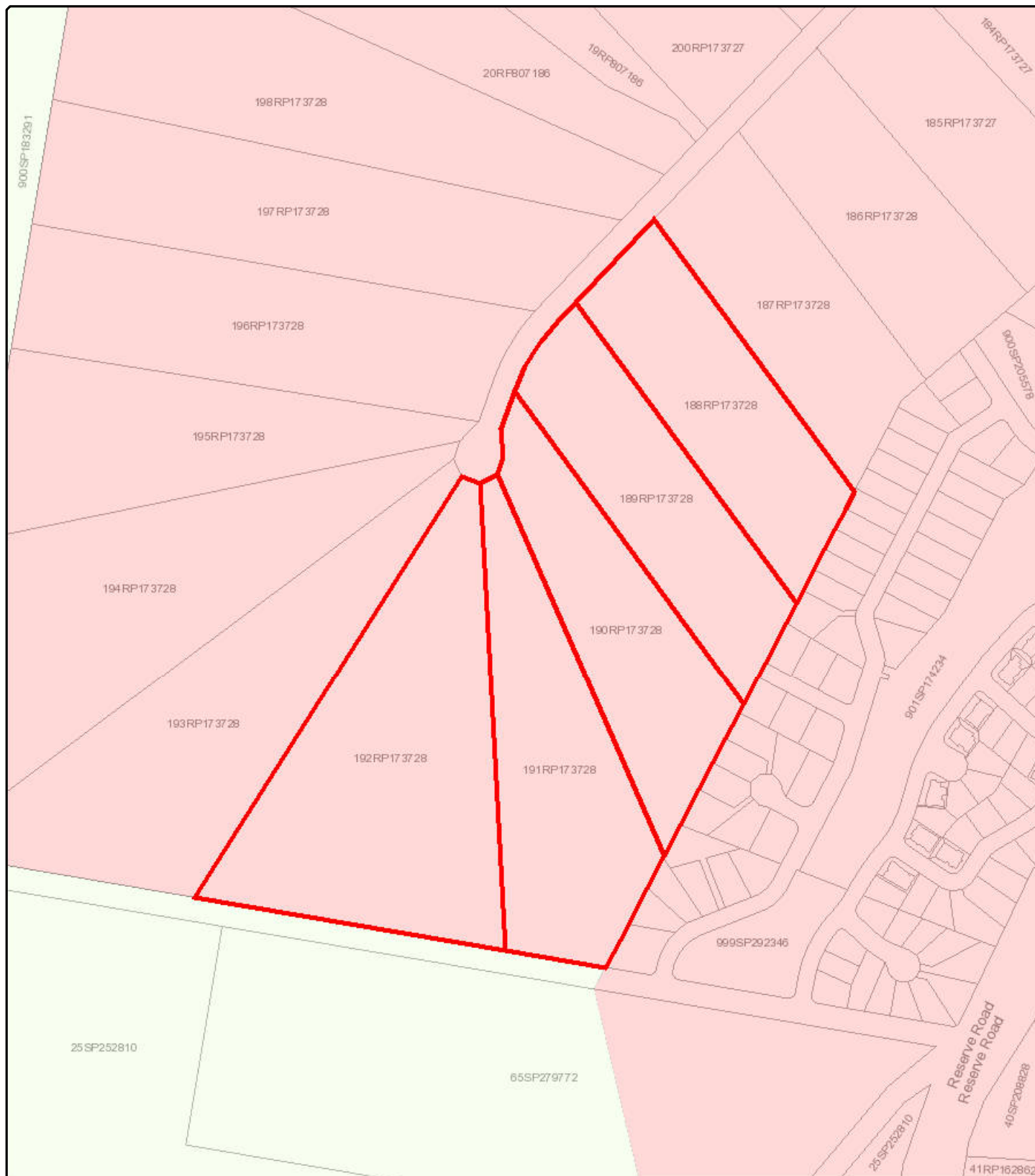
Regulated vegetation management map
(Category A and B extract)

-  Category A on the regulated vegetation management map
-  Category B on the regulated vegetation management map

0 90 180 270 360
Metres

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Date: 22/01/2018



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Legend

SEQ Regional Plan land use categories

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

0 90 180 270 360
Metres

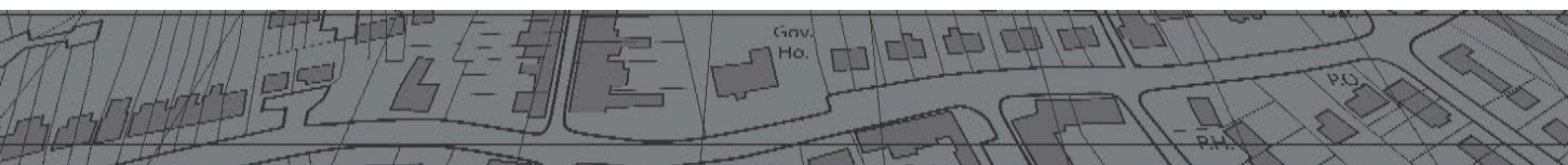
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APPENDIX 3

Prelodgement Meeting Minutes



Prelodgement Meeting Minutes

Meeting name: Prelodgement for a MATERIAL CHANGE OF USE application.					
Purpose					
Property details	79 Courtney Drive Upper Coomera				
Date	23 November 2017	Time	2pm	Venue	Waterside West Level 2 Holden Place Bundall
Participants	Sheena Phillips – Senior Planner Broc Smith – Supervisor Planner				
Chairperson	Broc Smith				
Apologies					

The purpose of a Prelodgement meeting is to provide an opportunity for applicants and Council officers to informally discuss key issues relevant to the assessment of a development application prior to lodging an application.

The applicant accepts that;

- a Prelodgement meeting enables informal discussion and advice only. It does not constitute a detailed assessment and does not indicate in any way the outcome of any subsequent assessment process;
- advice will be given on issues detailed by the applicant. Council may raise other issues during the subsequent assessment process. Applicants cannot rely on Council officers to identify all areas of non-compliance during Prelodgement meetings;
- a formal record of the Prelodgement Meeting will be provided by Council officers. They may provide hand written summaries of key points discussed, however attendees are encouraged to take their own notes.

Typically, Prelodgement meetings should be conducted having regard to the following format:

- Introduction: *All parties to be introduced and the Supervising Planner / Planner shall reiterate the purpose of the meeting and the need to limit discussion to the issues identified in the request form;*
- Discussion of issues described in the request form;
- Discussion of any additional issues/topics;
- Summary of points discussed,

Prelodgement Meeting for Minutes for 79 Courtney Drive Upper Coomera

	Items for discussion	Notes/Actions progress																												
1	Summary notes of discussion																													
	Proposed Development: <table><tr><td colspan="2">Material Change of Use</td></tr><tr><td>Proposed uses:</td><td>244 x dwelling houses 4 x dual occupancy (duplex)</td></tr><tr><td>Total Yield:</td><td>252 dwellings</td></tr><tr><td>Building height:</td><td>2 storeys / 9m</td></tr><tr><td>Car parking:</td><td>As per Transport Code</td></tr></table> <table><tr><td colspan="2">Reconfiguring a Lot</td></tr><tr><td>Proposed Lots:</td><td>244 x dwelling house lots 4 x dual occupancy (duplex) lots</td></tr><tr><td>Total Lots:</td><td>248 lots</td></tr></table> <table><tr><td colspan="2">Overall Development</td></tr><tr><td>Proposed density:</td><td>1 dwelling per 309m² (16.4 dwellings / ha)</td></tr><tr><td>Net Developable Area:</td><td>15.4 ha</td></tr><tr><td>Total Public Open Space (drainage):</td><td>2.016 ha</td></tr><tr><td>Total Public Open Space (environmental):</td><td>1.431 ha</td></tr><tr><td>Total Public Open Space:</td><td>3.447 ha</td></tr></table>		Material Change of Use		Proposed uses:	244 x dwelling houses 4 x dual occupancy (duplex)	Total Yield:	252 dwellings	Building height:	2 storeys / 9m	Car parking:	As per Transport Code	Reconfiguring a Lot		Proposed Lots:	244 x dwelling house lots 4 x dual occupancy (duplex) lots	Total Lots:	248 lots	Overall Development		Proposed density:	1 dwelling per 309m ² (16.4 dwellings / ha)	Net Developable Area:	15.4 ha	Total Public Open Space (drainage):	2.016 ha	Total Public Open Space (environmental):	1.431 ha	Total Public Open Space:	3.447 ha
Material Change of Use																														
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Total Public Open Space (drainage):	2.016 ha																													
Total Public Open Space (environmental):	1.431 ha																													
Total Public Open Space:	3.447 ha																													

Prelodgement Meeting for Minutes for 79 Courtney Drive Upper Coomera

Agenda Items:

- Timing of lodgement of development application
- Alignment with the Courtney Drive, Upper Coomera Investigation Area Study
- Application process and supporting information
- Engineering
- Environmental matters
- Trunk infrastructure

Planning Assessment:

- The subject sites are located within the Rural Zone & Rural Residential Zone pursuant to the City Plan. City Plan Draft Major Update 2 proposes a new Emerging Community Zone with a precinct for Upper Coomera Investigation Area for the subject sites.
- The applicant has indicated that the application is likely to be lodge in January 2018.
- The application will be lodged under V4 of the City Plan and as such the proposal is in conflict with the Strategic Framework and the Purpose and Overall Outcomes of the Zone Code. As such, a detailed assessment of the proposal given there are conflicts with the Strategic Framework. When assessing the development, the Strategic Framework is to be addressed as a whole including the Elements and outcomes that the proposal is in conflict with.
- Officers are unable to provide statutory weight to the Courtney Drive, Upper Coomera Investigation Area as this forms the Draft Major update 2 to City Plan.
- The intention of the Courtney Drive Investigation Area is to provide for Low Density style allotments -Terrace lots were not envisaged.
- The topography of the site doesn't lend itself to small allotments given the extent of retaining required.
- The applicant has proposed to amalgamate a number of allotments as part of the application to 'massage' out earthworks. The preliminary earthworks plans still indicate retaining walls upwards of 2.5m. Council Officers are not supportive of single tiered retaining structures where the height exceeds 1.5 metres. Therefore, the applicant is requested to either reduce the extent of retaining to a maximum of 1.5 metres in height or demonstrate tiered retaining walls as part of the future application. Please be advised that retaining walls exceeding 1.5m will be considered in limited circumstances.
- Plan of Development – Officers are supportive of the built form parameters proposed for dwelling houses. However the applicant should note on the Plan of Development that where retaining walls are proposed that there is an alternative setback provision as a 1.5m rear and 1m side boundary does not allow sufficient separation from the retaining walls to the built form.
- The proposal generally aligns with the Courtney Drive Investigation Area Study
- Whilst the proposed yield is slightly higher than that included in the study, it is acknowledged that a change in topography (through a consolidated earthworks scheme) may lead to a change in the anticipated yield as is provided for by the Study
- Higher yield may be supported provided a good design outcome overall is achieved.

Prelodgement Meeting for Minutes for 79 Courtney Drive Upper Coomera

Strategic Planning:

- Draft Major Update 2 proposes a new Emerging Community zone with a precinct for Upper Coomera Investigation Area.
- Draft Major Update 2 is on track for State interest review submission by end of 2017 and possible public notification mid 2018 (after Commonwealth Games and pending new State government completion of State interest review).
- Extension of Courtney Drive is a major issue to assist management of bushfire risk (emergency response times) and improve road connectivity for the area.. An alternative arrangement for this road is not a strategic issue (subject to acceptable road design from transport engineering perspective). However, the proposed development should contribute to the development of this road infrastructure through to Reserve Road by at least connecting to the proposed section of road required for the Highland Reserve Stage 35 development.
- The draft major update does not envisage development at RD2 intensity (i.e. terrace lots) within CSE sub-precinct, due to topography deemed unsuitable and the area being greater distance to the proposed 1ha recreation park.
- The proposed urban development intrudes into area of proposed green space network on southern boundary of site as shown in the draft major update.
- The draft major update does not propose to vary dual occupancy and small lot provisions for existing Emerging community zone.
- The draft major update does not seek to vary building setback and site coverage requirements which were envisaged to be consistent with the intended zone once the area develops (i.e. Low density residential zone for CSE and CW sub-precincts)
- The draft major update envisages crossings of watercourses intended for greenspace will utilise fauna movement infrastructure.

Subdivision Engineering:

- Concern is raised with lots 1 to 9 not fronting Courtney Drive. A retaining wall is proposed along the frontage to Courtney drive. Courtney Drive will be a Minor Residential Collector Street and as such adjacent dwellings should front the street (i.e. have their front door and driveway to the street) to make the street an active and safer environment. Lots should not turn their back on low order streets.
- A road connection (Residential Collector street) is highly desirable to Reserve Road via the existing unconstructed road. The classification being a Minor Residential Collector Street. A Left in /left out arrangement at Reserve Road would be the minimum treatment required. Higher order treatments will also be considered.
- Concern is raised that the 3 northern Public Open Space areas have limited road frontages and are boxed in by dwelling. The current layout will result in a poor urban outcome for the local community and a CPTED issue.
- Please note that all new roads will be required to be 16.5m in width, regardless of the adjacent land use.
- The applicant is requested to provide a footpath network drawing for the proposed subdivision.
- When submitting the Reconfiguring a lot application, the applicant is requested to provide the following information on the subdivision proposal drawing:
 - Label each proposed new road (Road 1, Road 2 and so on). This is required to give clarity to the Reconfiguring a lot (ROL) decision notice.
 - Detail the lot dimensions of each lot.
 - Show the road widths of each proposed new road.

Prelodgement Meeting for Minutes for 79 Courtney Drive Upper Coomera**City Transport:**

Transport and traffic Branch has made determinations as part of the investigation study that Courtney Drive will be a residential collector street and that Courtney Drive is intended to extend south to ultimately connect with Reserve Road. As the determination on the connecting road network has already been determined and there are no development vehicle access connections to trunk roads, no Traffic Impact Assessment (TIA) report is required.

Transport Assessment team support the minimum garage setbacks of 5.5m and zero m to front property boundaries as shown on the proposed Plan of Development. Garage setbacks between 5.5m and 0.5m would not be supported.

Open Space Assessment:Public open space environmental 1.431ha

- Proposed area of public open space located in northern corner of the subject sites contains General and Medium Priority Vegetation.
- This area is impacted upon (to some degree) by cut and fill areas as well as 2.5m+ high retaining walls.
- The applicant is requested to amend these plans to avoid/minimise potential impacts to mapped vegetation.

Public open space and Drainage area 9025m²

- The biobasin located in the park encroaches within the 30m buffer to Yaun Creek.
- The biobasin is requested to be reshaped to stay out of the buffer area.
- The proposed Pathway is requested to be moved within road reserve.

Environmental Assessment:

Key development parameters	
Vegetation management	<i>Mapped habitat both local and State is located predominantly in the south west corner and along the southern perimeter of the site.</i>
Wetlands and watercourses	<i>A number of watercourses traverse the site, including a number of dams in the north east, south east, and western areas of the site including Yaun Creek</i>
Priority species	<i>The City Plan maps Koala habitat in the south western section of the subject land</i>

As illustrated Figure 3 Priority species, the City Plan maps Koala habitat in the south west section of Lot 99. The proponent proposes this area to be dedicated to Council as open space.

As illustrated in Figure 4 Vegetation management, that City Plan maps general priority vegetation in the south west section of lot 99 and in the south east section of lot 97. Furthermore, the City Plan identifies a small strip of medium priority vegetation at the southern boundary of lot 99.

As illustrate in Figure 5 Wetlands and watercourses, the City Plan identified minor watercourses in lots 79, 89, 97 and 99.

The City Plan identifies a number of minor watercourses transgressing through the subject land.

Appropriate buffers between any future development and all minor watercourses will be required.

General and Medium Priority Vegetation is identified in the south western section of the site. Any future development at the site will be required to avoid/minimise potential impacts to the mapped vegetation.

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	The applicant has stated that the south west minor watercourse traversing the site is being classified as a “Liner Waterway - Private” within the Concept Plans for the investigation area. Hydraulics and Water Quality: - It is understood that a stormwater management plan including hydraulic conveyance assessment for the affected waterways / flow paths will be undertaken. The report needs to be prepared by a RPEQ specialised in hydraulics and stormwater and in accordance with City Plan policy – Healthy waters code and Land Development Guidelines (LDG), particularly addressing the following issues (without limitation): - External and internal catchment / sub-catchments to be identified on a scaled map based on latest topographic and drainage information; 100 year ARI flow extents for the waterways / flow paths crossing the site or running adjacent to the site to be identified considering the proposed development and development potential within upstream catchments, using appropriate hydrologic and hydraulic modelling tools. Development footprint including any structures should be outside of the flow area including freeboard; - Identify lawful point of discharge (LPD) or discharge locations for all internal sub-catchments on a scaled map. Post developed discharge locations (LPDs) generally will be consistent with these locations. However, if any diversion occurs in the post-developed catchments, that needs to be considered in the detention calculations; - Stormwater quality, quantity and waterway stability objectives of the land development guidelines (LDG) need to be achieved; - The stormwater report will clearly identify major and minor flows and accordingly design the drainage systems; it is to be noted that major underground pipe drainage system will not be accepted, unless it is unavoidable. Therefore, all drainage systems are to be designed in accordance with LDG. Overland flow path for major runoff is a preferred option for Council. In case road reserve is considered for overland flow path, public safety criteria of QUDM to be satisfied; - Identify drainage reserve or easement (including inter-allotment easements) to be identified on a drainage layout plan. The layout plan will also include all pipe and overland drainage systems and stormwater devices (e.g., detention basin, bio-basins, swale, natural channel, etc.). The drainage plan and associated cross sections will confirm that all stormwater devices meet the batter slope, maintenance access, depth and setback requirements of the LDG; - All stormwater devices need to be off line to the waterways. Stormwater device locations will also satisfy the requirements relating park and recreation and environmental constraints; - An erosion and sediment control plan is required to be submitted in accordance with Healthy waters code and latest State Planning Policy (SPP). It is particularly advice to adopt control measures to achieve 80% hydraulic efficiency. Please also consider sensitive water environment adjacent to the site to identify the risk and mitigation measures. - A conceptual earthworks plan needs to be submitted to demonstrate that stormwater drainage, detention and treatment systems proposed on the plan are achievable without any major alteration in the detailed design.
2	Identification of suggested information required
	- Stormwater Management Plan - Erosion and Sediment Control Plan - Preliminary Earthworks Plans

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	• Ecological Assessment • Statement of Landscape Intent •
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Planning officer: Sheena Phillips **Date:** 23 November 2017

Note: *All meetings should be conducted in accordance with the meeting etiquette and meeting management procedure ([22631537](#))*