



22 November 2012

The Chief Executive Officer
Gold Coast City Council
PO Box 5042
Gold Coast MC QLD 9729

Attention: Ms Monique Anderson

Dear Madam

CONCURRENCE AGENCY RESPONSE – CONDITIONS

Proposed Development: Preliminary Approval for making a Material Change of Use to override the Planning Scheme for Industry uses

Real Property Description: Lot 1RP6882, 240W31320, 4RP6843

Street Address: 31 Yellowwood Road; 60 Stapylton Jacobs Well Road; 82 Christensen Road, Stapylton, QLD 4207

Assessment Manager ref.: PN163781/01/DA1 MCU201100650

Local Government Area: Gold Coast City Council



Reference is made to the referral agency material for the development application described above which was received by the Department of Transport and Main Roads (the department) under section 272 of the *Sustainable Planning Act 2009* (SPA) on 7 December 2011.

An assessment of the proposed development has been undertaken against the purposes of the *Transport Infrastructure Act 1994* for state-controlled roads. Based on this jurisdiction, the department provides this concurrence agency response under Section 285 of the SPA.

The department advises the assessment manager that it requires conditions to attach to any development approval for the application. The department would also like to provide advice about the application to the assessment manager under Section 287(6) of the SPA.

Under Section 325(1) of the SPA, the assessment manager must therefore attach this response, including the enclosed Department of Transport and Main Roads Concurrence Agency Conditions and Statement of Reasons, to any approval for the application.

Department of Transport and Main Roads
Program Delivery and Operations
South Coast Region
36-38 Cotton Street Nerang Queensland 4211
PO Box 442 Nerang Queensland 4211

Our ref	TMR11-000540
Your ref	PN163781/01/DA1 MCU201100650
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The department may change its concurrence agency response in accordance with Section 290(1)(b) of the SPA.

The department must be provided with a copy of the assessment manager's decision notice regarding the application within five (5) business days after the day the decision is made in accordance with Section 334 of the SPA.

A copy of this response has been sent to the applicant for their information.

If you have any questions or wish to seek clarification about any of the details in this response, please contact Daniel McNaught, Town Planner (Land Management) on 07 5596 9500.

Yours sincerely



Nathan Bright

Principal Advisor (Land Management)

Enc. (Department of Transport and Main Roads Agency Conditions and Statement of Reasons)

C/c William & Patricia Hester
C/- Gassman Development Perspectives
PO Box 392
Beenleigh QLD 4207

Department of Transport and Main Roads
Concurrence Agency Conditions and Statement of Reasons

Proposed Development: Preliminary Approval for making a Material Change of Use to override the Planning Scheme for Industry uses

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No.	Conditions of Development	Condition Timing	Jurisdiction and Reasons
Preliminary Approval for making a Material Change of Use to override the Planning Scheme for Industry uses			
1	Development must be carried out generally in accordance with the following plans and reports, except as modified by these concurrence agency conditions: • <i>Generations Industrial Park Place Code</i>, prepared by Gassman Development Perspectives, dated November 2012; • Plan No. 5093 P00 10A, entitled <i>Land Use Classification and Staging Plan Stapylton Jacobs Well Road, Stapylton, Generations Industrial Park</i>, prepared by Gassman Development Perspectives, dated 06-11-12; • Drawing No. KO31 – Project No. AA003837 – Issue 02, entitled <i>Stapylton – Jacobs Well Road Intersection Interim Road Upgrade</i>, prepared by Hyder Consulting, dated 25.07.12; • Drawing No. KO32 – Project No. AA003837 – Issue 02, entitled <i>Stapylton – Jacobs Well Road Intersection Interim Road Upgrade</i>, prepared by Hyder Consulting, dated 10.08.12;	Prior to the commencement of use and to be maintained at all times.	The purposes of the <i>Transport Infrastructure Act 1994</i>. The Department of Transport and Main Roads' assessment of the development application was undertaken on the basis of the cited plans and reports which depict how the proposed development will be carried out.

No.	Conditions of Development	Condition Timing	Jurisdiction and Reasons
2	(a) The Stapylton Jacobs Well Road and De Bortoli Street intersection must be upgraded to include a Channelised Right Turn. The intersection must be designed and constructed in accordance with Figure 13.60 Channelised Right Turn (CHR) on a Two Lane Rural Road and as per Chapter 13 of the Department of Transport and Main Roads' <i>Road Planning and Design Manual including the Interim Guide to Road Planning and Design Practice</i> as shown in Drawing No. KO32 – Project No. AA003837 – Issue 02, entitled <i>Stapylton – Jacobs Well Road Intersection Interim Road Upgrade</i>, prepared by Hyder Consulting, dated 10.08.12. (b) The intersection must be provided by the applicant at no cost to the Department of Transport and Main Roads. (c) All adjustments and/or relocations to existing services within the state-controlled road as a result of the development are at the applicant's expense.	Prior to submitting the Plan of Survey to the local government for approval for Stage 1	The purposes of the <i>Transport Infrastructure Act 1994</i> (TIA). The intersection upgrade is required as a result of the development and its associated traffic impacts to ensure the safety and efficiency of the state-controlled road network. Comments or additional information: In accordance with Section 33 of the TIA, you must have written approval to carry out road works, including road access works on a state-controlled road. These development conditions do not constitute such approval. You will need to contact the Department of Transport and Main Roads on 55969500 to make an application for approval under section 33 of the TIA to carry out road works.
3	(a) The applicant must provide a signalised intersection located between Stapylton Jacobs Well Road and Lot 1 on RP6882 as shown in Drawing No. KO31 – Project No. AA003837 – Issue 02, entitled <i>Stapylton – Jacobs Well Road Intersection Interim Road Upgrade</i>, prepared by Hyder Consulting, dated 25.07.12.	Prior to submitting the Plan of Survey to the local government for approval for Stage 2	The purposes of the <i>Transport Infrastructure Act 1994</i> (TIA). The intersection works are required as a consequence of the development and its associated traffic impacts to ensure the safety and efficiency of the state-controlled road network.

No.	Conditions of Development	Condition Timing	Jurisdiction and Reasons
	(b) The intersection must be designed and constructed generally in accordance with the Department of Transport and Main Roads' Road Planning and Design Manual including the Interim Guide to Road Planning and Design Practice (c) The intersection must be provided by the applicant at no cost to the Department of Transport and Main Roads (d) All adjustments and/or relocations to existing services within the state-controlled road as a result of the development are at the applicant's expense (e) All land identified as road on Drawing No. KO31 – Project No. AA003837 – Issue 02, entitled <i>Stapylton – Jacobs Well Road Intersection Interim Road Upgrade</i>, prepared by Hyder Consulting, dated 25.07.12 is to be dedicated as road reserve.		
4	Direct access is not permitted between Stapylton Jacobs Well Road and the subject site at any location other than the permitted intersection location in accordance with Condition 3 above.	At all times	The purposes of the <i>Transport Infrastructure Act 1994</i>. Vehicular access at the permitted road access location minimises impacts on the safety and efficiency of the state-controlled road network.

No.	Conditions of Development	Condition Timing	Jurisdiction and Reasons
5	The existing vehicular property access located between Lot 1 on RP6882 and Stapylton Jacobs Well Road is to be used for rural purposes only	Until construction of the new intersection is complete in accordance with Condition 3	The purposes of the <i>Transport Infrastructure Act 1994</i> (TIA). This is a decision under section 62(1) of the TIA in conjunction with a development approval that access at a location or locations is no longer permitted.
6	The existing vehicular property access located between Lot 1 on RP6882 and Stapylton Jacobs Well Road must be permanently closed and removed by the applicant.	Prior to submitting the Plan of Survey to the local government for approval for Stage 2	The purposes of the <i>Transport Infrastructure Act 1994</i> (TIA). The closure of the existing access will minimise conflict points ensuring the safety and efficiency of the state-controlled road network. Comments or additional information: This is a decision under section 62(1) of the TIA in conjunction with a development approval that access at a location or locations is no longer permitted. In accordance with Section 33 of the TIA, you must have written approval to carry out road works, including road access works on a state-controlled road. These development conditions do not constitute such approval. You will need to contact the Department of Transport

No.	Conditions of Development	Condition Timing	Jurisdiction and Reasons
			and Main Roads on 5596 9500 to make an application for approval under section 33 of the TIA to carry out road works. The Department of Transport and Main Roads' technical standards and publications can be accessed at http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications.aspx.
7	(a) The development must be in accordance with the Stormwater Management Plan entitled <i>Generations Industrial Park – Stormwater Management Plan</i> prepared by Hyder Consulting and dated 20 June 2012 and Drawing No. CO37 – Project No. AA003837 – Issue 01, entitled <i>Stapylton Jacobs Well Culvert Upgrade</i>, prepared by Hyder Consulting dated 15.06.12. Stormwater management for the development must ensure no worsening or actionable nuisance to the state-controlled road network caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, sedimentation and scour effects. Subject to the following amendments; (i) The existing 3000 X 2700 RCBC cattle underpass in Stapylton Jacobs Well Road is to be removed and replaced by drainage pipeline under Stapylton Jacobs Well Road in accordance with Department of Transport and	(a) Prior to submitting the Plan of Survey to the local government for approval for Stage 4 or by the year 2024, whichever occurs first	The purposes of the <i>Transport Infrastructure Act 1994</i>. The safety and efficiency of state-controlled roads can be adversely affected by changes to stormwater runoff as a result of development. Additional comments or information: In accordance with Section 33 of the TIA, you must have written approval to carry out road works, including road access works on a state-controlled road. These development conditions do not constitute such approval. You will need to contact the Department of Transport and Main Roads on 5596 9500 to make an application for approval under section 33 of the TIA to carry out road works.

No.	Conditions of Development	Condition Timing	Jurisdiction and Reasons
	Main Roads' <i>Road Drainage Manual</i>. (b) Any excavation, filling, paving, landscaping, construction or any other works to the land must not: i. create any new discharge points for stormwater runoff onto the state-controlled road; ii. interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; iii. surcharge any existing culvert or drain on the state-controlled road; iv. reduce the quality of stormwater discharge onto the state-controlled road. (c) The applicant must provide RPEQ certification to the Department of Transport and Main Roads that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.	(b) At all times (c) Prior to obtaining a final inspection certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first	As part of the above application the applicant must provide a detailed design with supporting calculations of the proposed road and drainage works in accordance with this condition that demonstrates that the stormwater flows from the local catchment in a 100 year ARI storm will be intercepted and conveyed under Stapylton - Jacobs Well Road without incursion onto the through lanes of that road. Further guidance regarding stormwater management is also provided in the <i>Queensland Urban Drainage Manual</i> available at www.derm.qld.gov.au and in the <i>Environmental Protection Act 1994</i> and <i>Environmental Protection (Water) Policy 2009</i> which are available at www.legislation.qld.gov.au

No.	Conditions of Development	Condition Timing	Jurisdiction and Reasons
8	The Land Requirement area as shown in plan TP Sketch 1003/TP12020 prepared by the Department of Transport and Main Roads and dated 27 September 2012 must be kept free of any permanent buildings, structures and improvements (including car parks, swimming pools and advertising signs) above and below the ground at all times.	Prior to commencement of use and to be maintained at all times	The purposes of the <i>Transport Infrastructure Act 1994</i> (TIA). Department of Transport and Main Roads' road corridor planning indicates that a future land requirement affects this property. A setback to be kept clear of permanent buildings, structures and improvements is required to protect the future road corridor. Comments or additional information: Information regarding land acquisition can be accessed via the Department of Transport and Main Roads' website at: http://www.tmr.qld.gov.au/Community-and-environment/Property-information.aspx
9	The applicant must provide a monetary contribution for all stages of the proposed development towards mitigating the impact of the proposed development on the safety and efficiency of the state-controlled road network. In particular, the contribution is required to mitigate the developments impact on Stapylton Jacobs Well Road and the Yatala (North) Interchange. The monetary contribution to be paid, is to be calculated in accordance with the following equation;	Prior to obtaining a final inspection certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first	The purposes of the <i>Transport Infrastructure Act 1994</i> (TIA). The intersection upgrade contribution is required as a result of the development and its associated traffic impacts in order to ensure the safety and efficiency of the state-controlled road network.

No.	Conditions of Development	Condition Timing	Jurisdiction and Reasons
	$\frac{R \times C2}{C1}$ Where: — R is the sum equal to \$45.94 per square metre of Total Use Area* (TUA) of each building or premises for the relevant Stage; — C1 is the Consumer Price Index (All Groups) for Brisbane index number as published by the Australian Bureau of Statistics for the quarter ending immediately prior to the Date of this original Concurrence Agency Response; — C2 is the Consumer Price Index (All Groups) for Brisbane index number as published by the Australian Bureau of Statistics for the quarter ending immediately prior to the date on which the Transport Infrastructure Contribution is being paid. * As defined in the Gold Coast Planning Scheme 2003 as amended. This contribution must be paid to the Department of Transport and Main Roads (South Coast Region).		
10	No dust/debris from the subject site must enter Stapylton Jacobs Well Road during the construction phase of the development.	To be maintained at all times during construction	The purposes of the <i>Transport Infrastructure Act 1994</i>. Dust and debris from development on the site can affect the state-controlled road, causing a safety hazard to road users.

Advice for state controlled roads

Under section 43 of the *Transport Infrastructure Act 1994*, a local government must obtain the Department of Transport and Main Roads' approval if it intends to approve the erection, alteration or operation of an advertising sign or other advertising device that would be visible from a motorway; and beyond the boundaries of the motorway; and reasonably likely to create a traffic hazard for the motorway.

Under section 33 of the *Transport Infrastructure Act 1994*, written approval is required from the Department of Transport and Main Roads to carry out road works, including road access works, on a state-controlled road. Please contact the Department of Transport and Main Roads on 5596 9500 to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).

An application for a Road Corridor Permit is required for any ancillary works and encroachments on the state-controlled road under section 50(2) and Schedule 6 of the *Transport Infrastructure Act 1994* and Part 5 and Schedule 1 of the *Transport Infrastructure (State-Controlled Roads) Regulation 2006*. Please contact the Department of Transport and Main Roads on 5596 9500 to make an application for a Road Corridor Permit. Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters, vegetation clearing, landscaping and planting.

Mandatory Part (MP) 4.4 of the *Queensland Development Code (QDC)* commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated *transport noise corridor*. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a *transport noise corridor* are designed and constructed to reduce transport noise. *Transport noise corridor* means land designated under Chapter 8B of the *Building Act 1975* as a *transport noise corridor*. Information about *transport noise corridors* is available at state and local government offices. A free online search tool can be used to find out whether a property is located in a designated *transport noise corridor*. This tool is available at the Department of Local Government and Planning website (<http://www.dlgp.qld.gov.au/building/transport-noise-corridor-search-tool.html>) and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land.

Advice for state controlled roads

Pursuant to Section 580 of the *Sustainable Planning Act 2009* it is a development offence to contravene a development approval, including any condition in the approval.

Pursuant to Section 80 of the *Transport Infrastructure Act 1994*, the construction, augmentation, alteration or maintenance of a public utility plant on a state-controlled road reserve, must be in accordance with the Department of Transport and Main Roads' requirements.

INFORMATION ATTACHMENT TO CONCURRENCE AGENCY RESPONSE

Representations on Referral Agency Response

If the applicant intends to make a representation to the Department of Transport and Main Roads (the department) regarding the attached concurrence agency response, the applicant needs to do this before the assessment manager decides the application. The assessment manager cannot decide the application before 10 business days after receiving the final concurrence agency response, pursuant to section 318(5) of the *Sustainable Planning Act 2009* (SPA).

The applicant will need to give the assessment manager written notice under section 320(1) of SPA to stop the decision-making period to make a representation to the department and subsequently contact the department to make the representation. The decision making period cannot be stopped for more than 3 months.

Planning and Environment Court Appeals

If an appeal is lodged in the Planning and Environment Court in relation to this application, the appellant must give written notice of the appeal to the department under Section 482(1) of the SPA. This notice should be forwarded to the Planning Law Team, Planning Management Branch, Department of Transport and Main Roads, GPO Box 213, Brisbane QLD 4001 within 2 days if the appeal is started by a submitter, or otherwise within 10 business days after the appeal is started.

GENERATIONS INDUSTRIAL PARK PLACE CODE

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

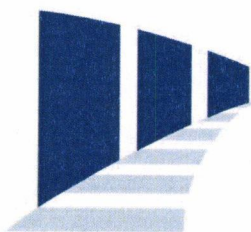
ADDRESS:

60 STAPYLTON-JACOBS WELL ROAD & 82 CHRISTENSEN ROAD,
STAPYLTON Q 4207 (LOTS 1 ON RP6882, 240 ON W31320 AND 4
ON RP6843)

PREPARED FOR:

PATRICIA AND WILLIAM HESTER

NOVEMBER 2012



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

project coordination
urban + regional planning
landscape + urban design
environmental management
visualisation + spatial services
surveying services
advisory services

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1.0 GENERATIONS INDUSTRIAL PARK PLACE CODE INTENT

1.1 PLACE CODE INTENT

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

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

- Precinct A (Low Impact and Service Industry): The land-uses promoted within this precinct are generally low impact industrial style uses responsive to the established nature of residential uses located nearby. Whilst more intensive levels of industry are not generally envisaged, they may be suitable subject to appropriate acoustic attenuation measures, strategies and operational measures being implemented to minimise potential detrimental impacts. The allotment sizes envisaged within this precinct are reflective of those that are promoted within Precinct 1 of the YEA LAP.
- Precinct B (General Impact Business and Industry): The majority of the land-uses promoted in this precinct, which covers the bulk of the developed site, are consistent with those itemised within the Precinct 1 land use designation of the YEA LAP. Those that are not, are industrially related and befit the future development prospects of the site and the YEA LAP generally. The ultimate intent of this precinct is to promote the land uses and allotment sizes that would ordinarily be located within Precinct 1 land located within the YEA LAP. It is also noted that the proposed subdivision lot-size parameters from Precinct 1 of the YEA LAP have been adopted within this precinct.
- Precinct C (Limited General Impact Business and Industry): The land-uses promoted in this precinct are similar to that of Precinct B and Precinct 1 of the YEA LAP. This precinct is however responsive to established nearby heavy industrial uses and mindful of likely odour impacts and therefore food industry and related uses are not envisaged within this precinct.
- Precinct D (Open Space/Reserve): This precinct is reflective of the land-uses that would otherwise be promoted within the Precinct 6 – Open Space land-use designation of the YEA LAP. All areas within the site that are highlighted as Precinct D are intended to serve as an area of environmental conservation and natural landscape relief compatible with the retention and rehabilitation of vegetation and habitat landscape and/or buffer values. Open space corridors linking adjacent open space areas will be established. Land may be in public or private ownership.

The site area shall be easily accessible from the existing and proposed arterial road system, being Stapylton-Jacobs Well Road and Christensen Road – both of which link to the Pacific Motorway. The

site design accommodates for north-south road linkages consistent with underlying connectivity requirements within the YEA LAP.

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

1.2 BACKGROUND

- 1.2.1 Strategic Considerations:** The Generations Industrial Park Place Code seeks to activate the industrial land-use potential of 'future industry' land that is included within the YEA LAP. The site is strategically located within/near a cluster of developed industrial uses that are situated within both the 'future industry' and 'general business and industry' precincts of the YEA LAP. Accordingly, the preliminary approval effectively brings forward several preferred land-uses of the site, consistent with surrounding development and the ultimate intent of the YEA LAP.
- 1.2.2 The Site Context:** The site is suitably located within the YEA LAP and shall enable the logical growth of industrial development in the area. This Generations Industrial Park Place Code recognises the site's strategic position along major roads servicing the Yatala Enterprise Area, namely Stapylton Jacobs-Well Road. The plan provides for appropriate transport connectivity to the north and south, as intended under the YEA LAP. Optimal ecological linkages are also supplied within this Place Code to ensure the ecological priorities of the YEA LAP are also met.
- 1.2.3 The Land Use Classification Plan:** Please refer to the attached plan **5093 P 00 12A** (Schedule 1) specifying the part of the site that is affected by the Generations Industrial Park Place Code. It communicates the area of the site that will be developed after taking into account relevant amenity, ecological, stormwater, connectivity and constraint issues. This approach shall also provide an understanding that the purpose of the development is to enable an extension to the Yatala Enterprise Area rather than a land use area in conflict with the ultimate land uses intended for the local area plan.

2.0 APPLICATION OF THE GENERATIONS INDUSTRIAL PARK PLACE CODE

2.1 APPLICATION

- 2.1.1** The Generations Industrial Park Place Code applies to all proposed development located within the Place Code area, as indicated in the **Generations Industrial Park Land Use Classification Plan 5093 P 00 12A**.
- 2.1.2** The Table of Development indicated in **Clause 4.0** identifies the levels of assessment for development occurring within this development area. These tables override all applicable material change of use overlay provisions as contained within the Gold Coast Planning Scheme 2003, as amended.
- 2.1.3** The codes that may be relevant to the assessment of development in this Place Code area are listed in **Clause 5.0**.
- 2.1.4** It should be noted that self assessable development is deemed to be development that is consistent with the intent of this Place Code, and therefore need only comply with the self assessable acceptable solutions of the **Generations Industrial Park Place Code** contained in **Clause 6.0** and any other acceptable solutions identified in the relevant codes explicitly referred to in **Subclauses 5.1.1 – 5.1.7**.
- 2.1.5.** The definitions of all relevant terms and land uses contained within this Place Code are to be found within **Part 4, Division 1, Chapters 1-3 of the Gold Coast City Planning Scheme 2003, as amended** except as separately defined within **Clause 3.0** of this document.
- 2.1.6.** The operation of this Place Code is guided, where necessary, by the protocols of **Part 6, Division 1, Chapters 2 of the Gold Coast City Planning Scheme 2003, as amended**.
- 2.1.7.** This Generations Industrial Park Place Code only applies to the specific forms of development outlined within the Table of Development in **Clause 4.0**. All other forms of development are subject to the relevant planning provisions of the Gold Coast City Council, which is currently the Gold Coast Planning Scheme 2003, as amended.

3.0 DICTIONARY

3.1 APPLICATION OF DEFINITIONS

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

3.2 USE OR DEVELOPMENT DEFINITIONS

Food industry

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

Low impact industry

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

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

Service industry

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

Industry

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

3.3 SPECIFIC USE OR DEVELOPMENT DEFINITIONS EXAMPLES

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

Column 1 Use	Column 2 Examples include	Column 3 Does not include the following examples
Low impact industry	- Repairing and servicing motor vehicles, including mechanical components, radiators, electrical components, wheel alignments, exhausts, tyres, suspension or air conditioning, not including spray painting; - Repairing and servicing lawn mowers and outboard engines; - Fitting and turning workshop; - Assembling or fabricating products from sheet metal or welding steel, producing less than 10 tonnes a year and not including spray painting; - Assembling wood products not involving cutting, routing, sanding or spray painting; - Dismantling automotive or mechanical equipment, not including debonding brake or clutch components; - Service station, not including above ground tanks of class 2.1 (flammable gasses) or class 3 (flammable liquids) dangerous goods greater than 18kL (Note-class 2.1 and class 3 dangerous goods are defined in the Australian Dangerous Goods Code); - Dangerous goods location not including the storage of toxic gases.	Panel beating, spray painting or surface coating, tyre recycling, drum re-conditioning, wooden and laminated product manufacturing.
Service industry	Audio visual equipment repair, film processing, bicycle repairs, clock and watch repairs, computer repairs, dry cleaning, hand engraving, jewellery making, laundromat, locksmith, picture framing, shoe repairs, tailor	Small engineer mechanical repair workshop, cabinet making, shop fitting, sign writing, tyre depot

4.0 GENERATIONS INDUSTRIAL PARK PLACE CODE – TABLE OF DEVELOPMENT

4.1 TABLE OF DEVELOPMENT

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

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

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

MATERIAL CHANGE OF USE incorporating or not incorporating BUILDING WORK			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct A (Low Impact and Service Industry)			
Agriculture Animal Husbandry Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Café Car Park Convenience Shop Low Impact Industry Milk Depot Service Industry Take-Away Food Premises Temporary Use Warehouse	Bulk Supplies Caretakers Residence Estate Sales Office Family Accommodation Food Industry Industry Manufacturer's Shop Outdoor Storage Area Rural Industry Telecommunications Facilities n.e.i.	Garden Motor Vehicle Repairs n.e.i. Salvage Yard Service Station Transport Terminal

*Preliminary Approval – Generations Industrial Park Industrial Place Code
Stapylton-Jacobs Well Road & Christensen Road, Stapylton*

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

RECONFIGURING A LOT			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Precincts A, B & C (Low Impact and Service Industry, General Impact Business and Industry & Limited General Impact Business and Industry)			
		Results in no lots with an area less than 4,000m ² ; OR Entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing approved development	Results in one or more lots with an area less than 4,000m ²
Precinct D (Open Space/Reserve)			
		Results in no lots with an area less than 20 hectares; OR Entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development	Results in one or more lots with an area less than 20 hectares

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

OPERATIONAL WORK – CHANGES TO GROUND LEVEL			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Operational Work that involves extraction, excavation or fill that:			

OPERATIONAL WORK – CHANGES TO GROUND LEVEL			
		exceeds a volume of 100 cubic metres of fill or excavation, or is closer than 20 metres from the allotment boundary and is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the Queensland Heritage Register – Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987; OR is located on land which is the subject of a native title claim; OR is located on land that is known to the owner and/or the developer to be of indigenous cultural heritage value	

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

OPERATIONAL WORK – ADVERTISING DEVICES			
Exempt	Self Assessable	Code Assessable	Impact Assessable
	Advertising Device that is: a) not illuminated, nor animated, and where the total area of signage per street frontage does not exceed the following for each precinct: Precinct A: 20m ² b) not on land with frontage to an arterial road or any State-controlled road	Advertising Devices n.e.i.	

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

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

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

OPERATIONAL WORK – VEGETATION CLEARING			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Vegetation Clearing that:			
	results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and complies with the Acceptable Solutions of Specific Development Code 36 – Vegetation Management; OR results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height, and complies with the Acceptable Solutions of Specific Development Code 36 – Vegetation Management	results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and alternate solutions to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management are proposed; OR results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height, and alternate solutions to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management	

5.0 GENERATIONS INDUSTRIAL PARK PLACE CODE – RELEVANT CODES FOR ASSESSMENT

5.1 RELEVANT CODES

References to Relevant Codes

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

5.1.1 All proposed development within the site is subject to the **Generations Industrial Park Place Code**.

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

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Generations Industrial Park Place Code	2 Advertising Devices 4 Animal Husbandry 10 Caretaker's Residence 13 Detached Dwelling 24 Office 25 Private Recreation 27 Retail and Related Establishments 34 Temporary Use 36 Vegetation Management 38 Working From Home	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 8 Flood Affected Areas 10 Nature Conservation 16 Steep Slopes or Unstable Soils

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

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Generations Industrial Park Place Code	4 Animal Husbandry 10 Caretaker's Residence 12 Child Care Centres 13 Detached Dwellings 15 Ecotourism Facility 17 Farm Forestry 20 Kennels	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
	21 Landscape Work 23 Low Rise Commercial Tourist Accommodation 24 Office 25 Private Recreation 27 Retail and Related Establishments 29 Rural Industry 30 Salvage Yards 31 Service Stations 33 Telecommunications Facilities 38 Working From Home 39 Works for Infrastructure	9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land

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

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

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

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

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

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

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

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

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

5.2 PERFORMANCE CRITERIA AND ACCEPTABLE SOLUTIONS

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

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

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

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

5.3 CONFLICT BETWEEN PLACE CODE AND PLANNING SCHEME

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

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

6.0 GENERATIONS INDUSTRIAL PARK PLACE Code – DEVELOPMENT REQUIREMENTS

6.1 PURPOSE

The Generations Industrial Park Place Code seeks to ensure that the scale and intensity of development including the impact, design and appearance of industrial development for this land is consistent with the role of the site and the YEA as a regionally significant location for industrial development. These provisions also aim to ensure that the intent of the Place Code is followed and high standards of urban design and architecture are promoted.

6.2 APPLICATION

- This Code applies to all identified forms of development taking place within the Place Code area as nominated within the Generations Industrial Park Land Use Classification Plan.

6.3 DEVELOPMENT REQUIREMENTS

GENERATIONS INDUSTRIAL PARK PLACE CODE

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
DEVELOPMENT THAT IS SELF ASSESSABLE, CODE ASSESSABLE OR IMPACT ASSESSABLE	
BUILDING HEIGHT	
PC1 The height of buildings is to be consistent with the role of the site as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS1 The building has a maximum of two storeys.
ACCOMMODATION DENSITY	
PC2 Accommodation density must be consistent with the predominant character of the YEA as an industrial location. Accordingly, very low residential densities are envisaged for the LAP area.	AS2 The maximum dwelling density does not exceed one dwelling per lot.
SITE COVERAGE	
PC3 The site coverage of development shall be in accordance with the open space landscape character of the YEA.	AS3 Precinct A, B & C: The maximum site coverage shall not exceed 70%

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	Precinct D: The maximum site coverage shall not exceed 10%
BUILDING SETBACK	
PC4 The layout of buildings, structures and activities achieves an attractive and orderly appearance where development is visible from the public domain. A good standard of visual amenity is achieved through generous building setbacks and high quality landscaping.	Precinct A AS4.1 Buildings are set back from frontages: a) 10 metres from the primary frontage; b) 7 metres from the secondary frontage; and c) 10 metres from the western boundary adjoining the existing residential uses. Precincts B, C & D AS4.2 Buildings are set back from frontages: a) 10 metres from the primary frontage; and c) 7 metres from the secondary frontage. AS4.3 Where the site adjoins a public open space area the building or structure is setback a minimum of three meters from the common boundary with the public open space, and the setback area includes; ▪ a landscape buffer strip a minimum width of two metres; and ▪ fencing of the common boundary between the private lot and public open space.
BOUNDARY FENCING	
PC5 The erection of boundary fencing is undertaken in a manner that promotes an attractive streetscape and is responsive to the intended purpose of the fencing.	AS5.1 The design of front boundary fencing is conducive to the establishment of an attractive streetscape and is generally in accordance with the design measures outlined in Figure to AS5.1 included in this code. Generally speaking, design features or strategies such as transparency or landscape buffering should be utilised to soften the effect of front boundary fencing. Solid fencing exceeding 1.5 metres in height should only be established where required for acoustic attenuation purposes. AS5.2 The height of side and rear boundary fencing, where not required for acoustic attenuation purposes, does not exceed a height of two metres. Due to the general low visibility of this fencing, there is no requirement for this fencing to be transparent or landscaped.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
DESIGN OF DEVELOPMENT NEAR MAJOR ROADS	
PC6 Those developments visible from, or facing Stapylton-Jacobs Well Road must exhibit a high standard of architectural presentation.	AS6 Facades visible from, or facing Stapylton-Jacobs Well Road are designed to incorporate: a) materials such as glass, brick and coloured/textured block work (standard concrete block should not be used). If metal cladding is used, it should be pre-coated in an appropriate colour and have some form of relief; b) relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided); c) horizontal/vertical articulation of walls at least at 15 metre intervals; d) 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration; e) other features which contribute to an interesting and attractive appearance These design features are to be applied to the main facade facing the relevant road, as well as along a brief return or the full length of side walls.
VEHICULAR CROSSINGS	
PC7 Vehicular crossings associated with the development must be designed and constructed to ensure: a) A safe footpath environment; b) Safe vehicular access to the property; c) Appropriate hydraulic performance of the stormwater infrastructure; d) No damage to vehicle or road infrastructure; e) Minimal loss of on-street parking spaces; and f) Continued amenity of the neighbourhood.	AS7 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.
VEHICULAR PARKING	
PC8 On-site vehicle parking is provided to meet expected demand, having regard to: a) The size of the proposed workforce; b) The likely number of visitors to the site; c) The likely size and number of service and transport vehicles to be on the site at any one time;	AS8.1.1 The number of car parking spaces provided on-site generally meets the standards set out in the Constraint Code 4 - Car Parking, Access and Transport Integration in the Gold Coast City Planning Scheme (version 1.1 Amended January 2007); OR AS8.1.2

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
d) On-site parking and loading/unloading activities within sites; e) The availability of conveniently located on-street parking; f) Any possible future expansion, redevelopment or change of use.	The number of car parking spaces provided on-site is generally in accordance with Table to Acceptable Solutions AS8.1.2. AS8.2 For multi-unit or multi-use developments, the total car parking provided is an aggregate of the standard parking required for each individual unit and/or component use. AS8.3 A lesser provision may be acceptable where it can be demonstrated, to Council's satisfaction, that the parking needs of a particular development will be adequately met. Where less than the standard amount of parking is provided, the left over space is retained as landscaped open space and placed so as to be suited to ready conversion to additional parking, should the use of the site change and/or the actual car parking demand rise.
DEVELOPMENT THAT IS CODE ASSESSABLE OR IMPACT ASSESSABLE	
BUILDING HEIGHT	
PC9 The height of buildings is to be consistent with the role of the site as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS9 The maximum height of buildings does not exceed three storeys.
SITING	
PC10 All buildings must be sited to complement the industrial character and the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 - Site Analysis.	AS10 No acceptable solution provided.
PC11 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	AS11 No acceptable solution provided.
PC12 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.	AS12 No acceptable solution provided.
BUILDING AND LAYOUT DESIGN, SAFETY AND COMFORT	

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC13 Buildings are sited and designed such that suitable external spaces remain available for future expansion of buildings, and internal spaces are of a size and shape suited to variable internal layout, maximum vertical storage and addition of mezzanine floors.	AS13.1 Building shapes are regular so as to provide opportunities for future expansion in different directions, and for flexibility in internal location of activities and equipment. AS13.2 Internal column spacing and column heights are generous (for example, building spans of 18 metres and over, bay spacing of 12-18 metres, and column heights of at least eight metres).
PC14 Buildings are sited and designed to suit climatic conditions.	AS14.1 Wherever practicable, buildings are oriented to the north east to take advantage of summer breezes and winter sun. Western aspects are avoided, wherever possible. AS14.2 Where not air conditioned, buildings incorporate a maximum of openings (ie. louvring, windows, doorways) on eastern walls. AS14.3 Windows are minimised and trees are planted along west walls for protection from hot afternoon sun. AS14.4 Shading devices (ie: large roof overhangs, window hoods/blinds, awnings and verandahs) are attached to buildings on all sides, particularly eastern and western sides. Where possible, shading devices are retractable on northern sides during winter. AS14.5 Semi-enclosed workstations, where relatively strenuous manual labour takes place, are located in the cooler and more ventilated parts of the building.
PC15 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the local character of the YEA.	AS15.1 The massing and proportions of new industrial buildings are consistent with those of adjoining industrial buildings. AS15.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.
PC16 Building design and appearance must be conducive to the safety and comfort of all building users.	AS16.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall. AS16.2

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.
DESIGN OF CAR PARK AREAS	
PC17 All ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.	AS17.1 Significant trees are preserved and incorporated into car parking areas. AS17.2 Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas, at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space. AS17.3 Large car parking areas and all heavy/service vehicle parking are situated to the side or rear of sites. Smaller car parking areas, particularly for short term and disabled parking, may be located to the front of sites. AS17.4 Car parking areas located in frontage setback areas are set back behind a minimum three metre landscaped buffer to the frontages. To reduce their visual impact, front car parking areas may be lowered and mounds incorporated in frontage landscaping.
ADVERTISING DEVICES	
PC18 Advertising signage does not dominate the visual amenity of the area.	AS18 No advertising, freestanding or otherwise, is erected which would be readily visible from the Pacific Motorway of the Gold Coast City Rail Line.
PC19 Signs and other forms of advertising on business/industry premises are kept to a minimum. Any advertising relates directly to the activity/process conducted on the premises, rather than general product advertisements.	AS19.1 There is one sign per premises. Multi-unit developments display a single index sign at the entrance to the development which details each occupant, its activity/process and respective unit number. AS19.2 The design and construction of signs meets the following parameters: a) signs are situated near site entries and are well placed for viewing by pedestrians and drivers; b) free-standing signs have a maximum area of 3m²; c) signs on facades have a maximum area of 5m²;

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	d) signs utilise company logos or symbolic representations for quick and easy identification; e) wording on signs is limited to the name, location, business and products of the establishment; f) signs do not utilise fluorescent paints; g) signs do not rotate, flash or move; h) signs are integrated with the form of development and are not visually dominating. AS19.3 All signs are consistent with the provisions for the Industry 2 Domain set out in Specific Development Code 2 – Advertising Devices.
OPEN SPACE/RESERVE AREA	
PC20 In the areas identified as Precinct D (Open Space/Reserve) within the Staging Plan, development is of a limited scale and intensity, compatible with the retention of and rehabilitation of vegetation and habitat, landscape amenity and/or buffer values.	AS20.1 Areas identified as Precinct D (Open Space/Reserve) on the Staging Plan are reserved for conservation and landscape amenity purposes, through: a) Transfer to Council as public open space b) Dedication of a conservation / landscape amenity buffer; or c) Reservation of an area as open space / reserve. AS20.2 Areas identified as Precinct D (Open Space/Reserve) are to be provided in accordance with the following: a) the areas identified as Precinct D as open space will be subject to the application of a statement of landscape intent and/or open space management statement/plan, designed in accordance with Council's Open Space Management and Land Development Guidelines. b) Eventual commitment of the area identified as Precinct D is provided to Council as public open space, in accordance with the requirements of an approved open space management statement/plan and/or rehabilitation management plan. AS17.3 Areas identified within the Precincts D (Open Space/Reserve) including areas identified for revegetation within an approved open space management plan and/or rehabilitation management plan are to be managed in the following manner: a) the land remains largely undisturbed by

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	any buildings, clearing and earthworks; b) the land is provided exclusive of unacceptable hazards such as contaminated land under the Contaminated Land Act 1991 or land subject to geotechnical hazard; c) existing vegetation and natural drainage patterns are retained and rehabilitated, and additional trees planted within a 60 metre wide band utilising local native species d) the area must be of a physical standard and condition that permits use of the land for its intended purpose, compliments existing adjacent and surrounding public open space areas and provides linkages to other open space areas, where practical; e) the area may form part of the landscape open space areas, associated with individual development proposals; f) the area facilitates appropriate measures for stormwater and flood management and the care of environmental features; g) any parallel roads or services are grouped on one side of the area, to minimise disturbance h) any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the link at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse.
LANDSCAPE DESIGN	
PC21 Landscape design is used to enhance the landscape character of the YEA.	AS21.1 Frontage setback areas are attractively landscaped, including: a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth; b) one metre landscaped area adjacent to building walls facing the street. AS21.2 Planting of shade trees occurs along pathways, throughout car parking areas and within public road reserve, as well as and in any other exposed areas where relief from sun and glare would be beneficial. AS21.3

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	Dwarf walls prevent vehicles breaching landscaped areas along frontages. AS21.4 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads. AS21.5 Landscape Design includes: a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors; b) retention of existing mature vegetation, wherever possible; c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion, especially where proposed development is expected to result in increased volume and velocity of stormwater runoff; d) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries. AS21.6 A minimum ten metre wide landscape buffer is provided along the western boundary of the site adjoining the existing residential uses generally as outlined on the Landscape Intent Plan prepared by Gassman Development Perspectives and titled 5093 L LI 03.
PC22 Potentially obtrusive noise, odour and visual impacts are effectively buffered.	AS22.1.1 Development incorporates landscape buffers, earth mounds and acoustic fencing appropriate to the likely off-site impacts of particular developments. OR AS22.1.2 A landscape buffer to a minimum width of ten metres is provided along the western property boundary where adjoining residential uses to effectively screen development behind. Species selection, use of mature or semi mature trees, and density of planting will be important in this respect.
PC23 The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout the YEA area and its component precincts.	AS23 Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of street lighting and furniture), in accordance with any adopted Council streetscape strategy.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS															
PC24 Public open spaces are developed to enhance their recreational amenity for workers and visitors to the Yatala area and the wider community.	AS24 Individual developments contribute (through works or financial contribution) towards construction of footpaths and cycle ways, seating, picnic facilities, play areas and/or other facilities in existing public open spaces and additional spaces established as a result of the development.															
PC25 Landscape design contributes to the creation of a distinctive, memorable and legible town centre, local centres and surrounding suburban areas for YEA.	AS25.1 Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg, views to the mountains or other important landscape elements). AS25.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths. AS25.3 Landscape plantings utilise local native species to promote a distinctive site character.															
PC26 Open space and pedestrian areas are to be designed to be both functional and safe.	AS26 Development is designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic, public and semi-public spaces, pedestrian and cyclist paths, car parking areas and building entrances.															
PC27 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area, and any adjoining residential or public open space areas.	AS27 The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.															
LOT SIZE (FOR SUBDIVISION ONLY)																
PC28 All lots are to be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent.	AS28 Any new lots created are sized in accordance with the following schedule: <table><tr><th>Precinct</th><th>Min Area</th><th>Ave Area</th></tr><tr><td>A</td><td>4000m²</td><td>1 hectare</td></tr><tr><td>B</td><td>4000m²</td><td>1 hectare</td></tr><tr><td>C</td><td>4000m²</td><td>1 hectare</td></tr><tr><td>D</td><td>20 hectares</td><td>20 hectares</td></tr></table>	Precinct	Min Area	Ave Area	A	4000m ²	1 hectare	B	4000m ²	1 hectare	C	4000m ²	1 hectare	D	20 hectares	20 hectares
Precinct	Min Area	Ave Area														
A	4000m ²	1 hectare														
B	4000m ²	1 hectare														
C	4000m ²	1 hectare														
D	20 hectares	20 hectares														
PC29 Allotments prior to development have suitable topography for industry.	AS29 Industrial allotments generally have a ground slope not greater than 10%, and access ways associated with battle axe allotments generally															

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	have a ground slope not greater than 16%.
PC30 Allotments are of regular shapes suited to the intended uses, and allowing design flexibility, efficient development and access.	AS30.1 Development generally incorporates all of the following features: a) allotments that are rectangular shapes; b) allotments which have frontage to depth ratios between 1:2 and 1:4. OR AS30.2 Alternative allotment shapes are provided where warranted, due to: a) the special site requirements of particular industries; and/or b) exceptional physical constraints. OR AS30.3 The development incorporates a small proportion of battle axe allotments, where particular industries have special requirements for square or long and narrow sites. (Battle-axe allotments are useful for creating allotments of such shapes, as well as reducing road frontage construction costs and providing appropriate sites for visually offensive industries.).
PC31 Allotments are oriented to suit climatic conditions.	AS31 Allotments are arranged in a manner that maximizes the number of allotments oriented to the north east to take advantage of breezes and enable optimal building orientation for energy efficiency and use of natural lighting.
PC32 Reconfiguration of land incorporates open space provision in a way which takes account of the location and attributes of the site and its surrounds, and the need to set aside certain areas for purposes such as: a) conservation of vegetation/habitat; b) retention of creek corridors and natural drainage patterns; c) provision of pedestrian/cycle linkages and recreational facilities; and/or d) creation of landscaped entrances, focal points and streetscape.	AS32.1 Where reconfiguration takes place, an area of up to 10% of the site is provided as open space. This open space is set aside for public park or conservation purposes, developed with pathways and/or recreational facilities, landscaped and/or rehabilitated to its natural state. AS32.2 Reconfiguration proposals incorporate a plan showing street planting to be undertaken. Planting themes contribute to the overall streetscape character of the estate.
PC33 Reconfiguration may take place in the form of Community Title subdivision, allowing for sharing of space, facilities and services, while at the same time ensuring allotments created are suited to the intended businesses/industries.	AS33 Community Title subdivisions within Precincts A-C (Industrial) are provided, which: a) are consistent with the Acceptable Solutions for PCs 28-32 b) generally maintain a minimum lot size of 100-

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	200m² within a minimum overall site area of 2,000m²; c) are not used for heavy manufacturing, metal/food processing, or noxious, offensive or hazardous industries.
ROAD DESIGN	
PC34 Roads are provided so as to form a road hierarchy, with each road serving a particular function according to the intended land use characteristics of the estate, expected traffic volumes and types, and external existing and future road linkages to anticipated development on adjoining lots.	AS34.1 Concept plans submitted with reconfiguration and/or development applications identify all roads proposed to be upgraded and/or newly constructed and their intended function within a road hierarchy. AS34.2 Concept plans submitted with reconfiguration and/or development applications identify road connections with adjacent allotments that will promote connectivity; and AS34.3 Proposed road hierarchies are generally consistent with the conceptual road hierarchy identified on the Generations Industrial Park Land Use Classification Plan.
PC35 The width, pavement, curvature, sight distances, intersections, turning radii and design features of roads convey the particular function of each road with the hierarchy mentioned in AS33.3, and reflect the nature of traffic management. In particular, road design ensures the safe movement of heavy articulated vehicles.	AS35.1 Road design and construction is in accordance with Planning Scheme Policy 11 - Land Development Guidelines and the Table to this Acceptable Solution. AS35.2 Distances between intersections are not less than 60 metres. AS35.3 Streets intersect at right angles, or as near as topography or other limiting factors permit. AS35.4 Various vehicle control devices are used to regulate traffic speed and enhance pedestrian safety (such as traffic lights and illuminated pedestrian crossings). AS35.5 Paving surfaces, landscape treatment and signage are used to define entrances to the estate and joint use areas within the estate AS35.6 Road pavements are designed and constructed for long life, hard wearing and suitability to the load capacity of expected vehicles. AS35.7 Median strips, roundabouts and footpaths are to be aesthetically treated and planted and paved accordingly; and

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	AS35.8 The design of road networks avoids the use of culs-de-sac.
PC36 The alignment of roads reflects the physical land characteristics, and provides adequate drainage and safety.	AS36.1 Road drainage is designed and situated along natural drainage courses. AS36.2 Road grades are established to avoid excessive grading, indiscriminate removal of ground cover and tree growth, and unnecessary topographical levelling.
PC37 A network of pedestrian paths and cycleways is provided which considers: a) expected levels of pedestrian and cyclist activity; b) linkages between public transport, major employment activities, and parks; c) recreation opportunities along open space corridors; d) safe integration of users and vehicles, particularly at intersections; e) provision of bicycle end-of-trip facilities.	AS37.1 Footpaths are provided as follows: a) on both sides of all future major industrial roads. b) as specified in any relevant Council adopted strategy. AS37.2 Paths are designed and constructed in accordance with Council standards and AUSTROADS Part B. AS37.3 Features such as signs, road markings, lighting, paving, bollards and street furniture are provided to enhance the safety and amenity of foot/cycle paths. AS37.4 Bicycle end-of-trip facilities are provided in accordance with the requirements outlined in the Table to Acceptable Solution AS37.4.
PC38 The road network is designed to accommodate the extension and integration of the public transport system, with accessible linkages and routes and stops providing for passenger comfort without obstructing traffic flow.	AS38 For major industrial roads, constructed to a Industrial Collector standard, a minimum 3.5m parking lane is to be line marked and maintained to allow for future bus routes/stops.
SITE ACCESS	
PC39 Site access is designed and constructed to provide for the safe ingress/egress of vehicles to the site.	AS39 Vehicular access to the site is designed and constructed in accordance with Council, Department of Main Roads and AUSTROAD standards, and/or the following minimum requirements: a) comprises a single vehicular driveway (entrance/exit), wherever possible; b) is not closer than ten metres to an intersecting street on the same side of the street; c) provides a minimum sight distance of 110 metres;

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	d) shares adjoining property access driveways, wherever possible; e) always enters the street at right angles; f) where the site has frontage to two roads, access is taken off the secondary/minor road, if possible. g) where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and sign posted.
PC40 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.	AS40 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.
PC41 Provision is made for safe pedestrian and disabled access.	AS41.1 Pedestrian paths designed for disabled access are provided between building entrances, public footpaths and car parking areas. AS41.2 Pedestrian paths are separated from vehicular driveways.
AMENITY PROTECTION	
PC42 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.	AS42 No acceptable solution provided.
PC43 The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity;	AS43 No acceptable solution provided.

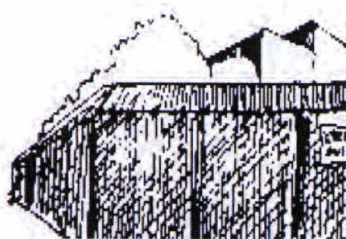
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
g) privacy; h) odour and emissions.	
URBAN/RURAL USE CONFLICTS	
PC44 Conflicts between urban and rural uses are to be avoided by effective development design.	AS44 The development of land adjacent to the agricultural character areas includes a suitable buffer.
EXTRACTIVE INDUSTRY	
PC45 Extractive industry operations are managed to make effective use of the extractive resource, while containing any impacts on the subject site.	AS45 The extractive industry is managed and developed consistent with the Extractive Industry Domain Place Code.
ON-SITE VEHICLE PARKING AND MOVEMENT	
PC46 Internal driveways are provided for safe and easy maneuvering of vehicles.	AS46.1 Internal driveways are designed and constructed to enable all vehicles to enter and exit the site in a forward motion. AS46.2 Minimum driveway widths are as follows: a) eight metres to accommodate non articulated vehicles; b) ten metres to accommodate articulated vehicles; c) 4.5 metres for one-way driveways.
PC47 On-site vehicle parking is located: a) to allow easy access to building entrances; b) to provide visitor spaces for short term/high turnover use clearly visible from the street and signposted accordingly; c) to be adequately screened from the street; d) compatible with surrounding development and, where possible, facilitating shared use with adjacent land users.	AS47.1 In areas where visual amenity is important and/or where relatively large amounts of parking are provided, parking areas are generally situated to the rear or side of the site. In particular, employee parking is situated at the rear of the site, with staff entrances at the rear of the building. AS47.2 Some parking may be located toward the front of the site convenient to the street, provided it is behind landscaping strips and treated aesthetically. AS47.3 Short term/high turnover visitor parking and disabled parking spaces are located close to the main building entrance and clearly signposted. AS47.4 Driveways and parking areas may be constructed to property boundaries and linked to adjoining car parking areas. Similarly, loading areas may be located to facilitate shared turning areas across property boundaries.
LOADING AND UNLOADING	

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC48 All loading and unloading activities take place onsite.	AS48 Loading docks are located in the side or rear portions of the site, separate from public/visitor parking and access points, and screened by vegetation or walls to avoid public view.
PC49 Adequate provision is made for on-site manoeuvring of service vehicle/s.	AS49.1 On sites over 4,000m² and/or where the uses thereon involve regular servicing by service vehicle/s, on-site service areas are provided. On-site service areas comprise an area of land with an appropriate hard surface to enable a service vehicle/s to turn around within the site (based on standard design turning templates given by AUSTROADS AS 2890.1, 2890.2), and space for additional service vehicle parking and storage requirements. AS49.2 It may be acceptable for two or more developments to share service vehicle/s turning areas.
SITE SERVICING	
PC50 The design and provision of water, stormwater drainage, sewerage, electricity, gas and communications networks meets the needs of industry and business, and provides an orderly and economic progression of service development in the region.	AS50.1 The design and supply of water, stormwater drainage, sewerage, electricity, gas and communication services is in accordance with the requirements of Planning Scheme Policy 11 – Land Development Guidelines and the responsible authority (eg. Telstra, Queensland Electricity Boards, and Queensland Emergency Services). AS50.2 Car park entrances and ramps, loading docks and access ways are minimised, suitably designed and treated to ensure that they do not adversely impact on the streetscape and adjoining development.
PC51 Conflicts between pedestrians and vehicles at entrance points to parking areas are to be minimised.	AS51.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function. AS51.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.
PC52 Development is to be designed to support the	AS52 Development is designed to support the functional operation of the local and regional

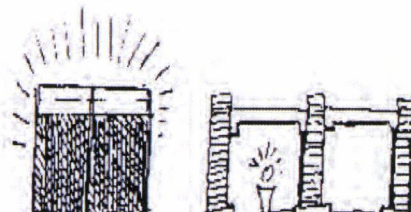
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
functional operation of the cycle network.	cycleway system. (Local cycle ways will be determined at time of subdivision of each development.)
PUBLIC CONVENIENCE FACILITIES WITHIN BUILDINGS	
PC53 Commercial developments are to include public convenience facilities, where there is a need for their provision.	AS53 Where provided, public toilet facilities are open and readily accessible to the general public during retail trading hours or other trading hours relevant to the development.

Figure to Acceptable Solution AS5.1

Negative Fences

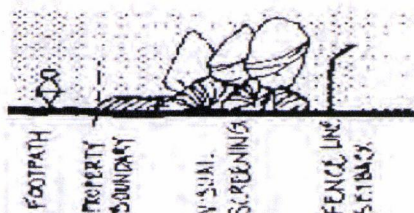


High security fencing on street alignment dominated streetscape.



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

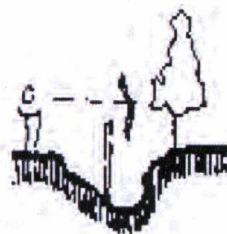
Positive Fences



Unattractive fencing should be placed inside the front alignment and planted out.



Palisade of pickets set close together with horizontal rails that climbers might use. Solid masonry fence supporting vine.



Obtrusive fence placed in a swale to minimise visual impact.

Table to Acceptable Solutions AS8.1.2

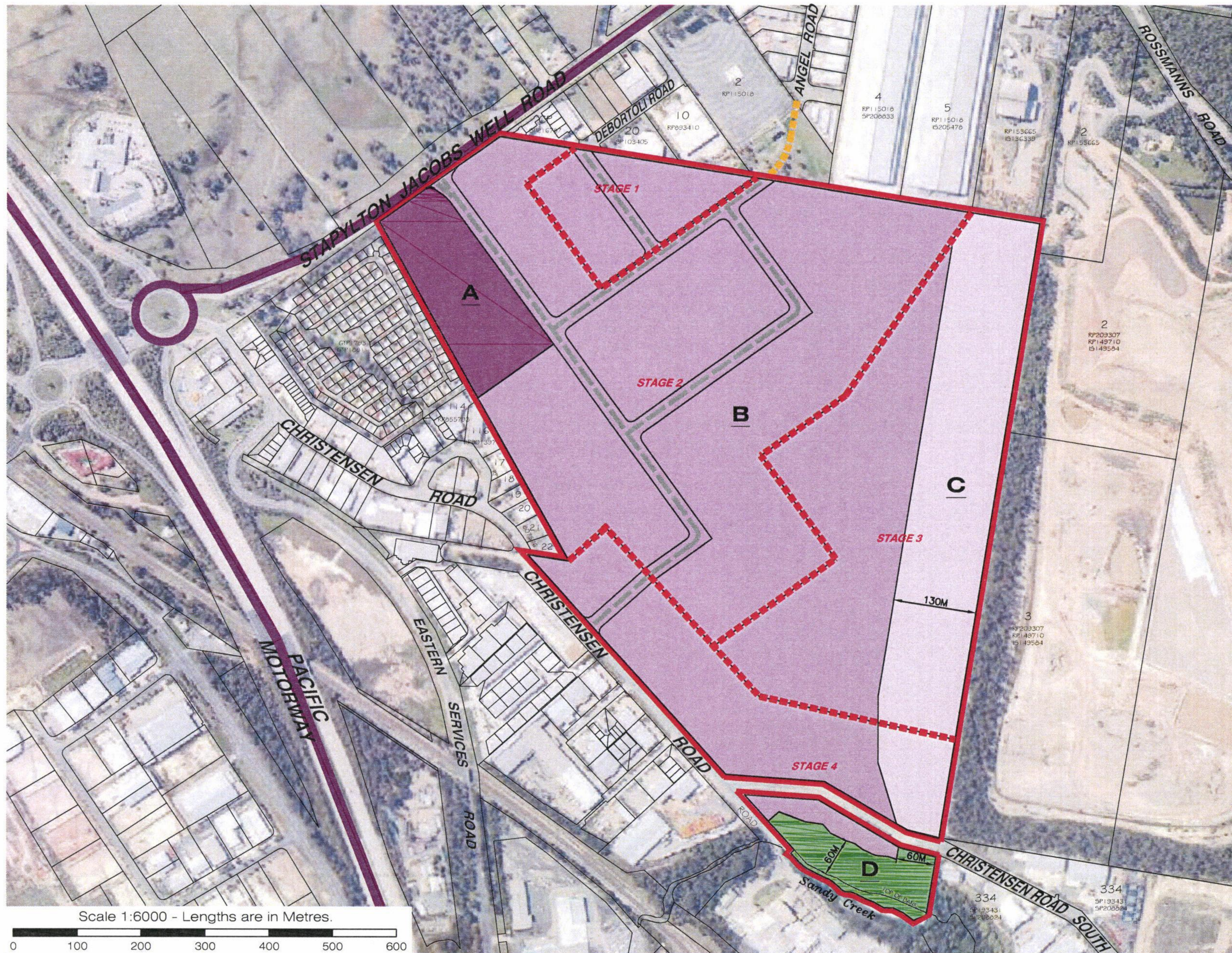
COLUMN 1	COLUMN 2
This table sets out the minimum number of car parking spaces required according to the use of the land. For each Material Change of Use, listed in Column 1, the minimum number of car parking spaces to be provided is listed in Column 2. Where the number of car spaces calculated, using Column 2, is not a whole number, the number of car parking spaces required shall be the next higher whole number.	
Warehouse	Two (2) spaces per tenancy or lot, plus one (1) space per 50m ² of GFA up to 500m ² , plus one (1) space per 100m ² of GFA over 500m ² .
All other Uses	Two (2) spaces per tenancy or lot, plus one (1) space per 50m ² of GFA up to 500m ² , plus one (1) space per 100m ² of GFA over 500m ² .

Table to Acceptable Solutions AS37.4

Note:- b) Type/Class as defined in, AS2890.3 Parking facilities – Part 3: Bicycle Parking Facilities			
Land Use	Long and Medium Term Bicycle Parking Spaces (Type/Class 1)	Short Term Bicycle Parking Spaces (Type/Class 3)	Additional End-of-Trip Facilities
Service Industry	1 per 400m ² GFA when within 800m to a light rail station otherwise, 1 per 800m ² GFA	1 per 200m ² GFA	No
Industry	1 per 150m ² GFA	N/A	No
Showroom	1 per 800m ² GFA	1 per 200m ² GFA	No
Warehouse	1 per 800m ² GFA	N/A	No
Any other land use	As determined by Council		

SCHEDULE 1:

**GENERATIONS INDUSTRIAL PARK LAND USE
CLASSIFICATION PLAN**



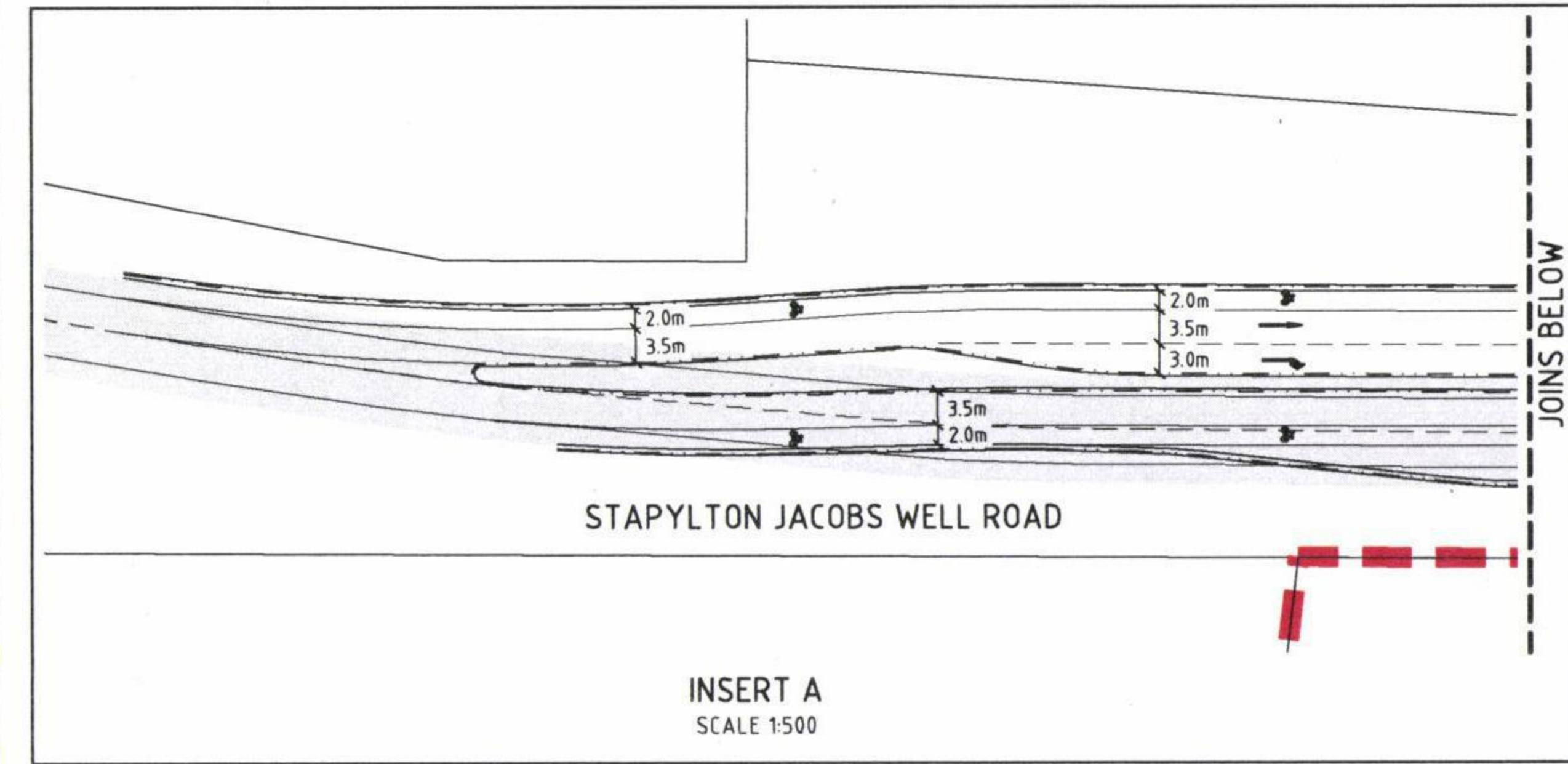
LEGEND
Site Area: 73.114 Ha

- Limit of Application
- Major State controlled Roads
- Proposed northern link to site
- Possible future industrial collector road

A	LOW IMPACT AND SERVICE INDUSTRY	4.0Ha
B	GENERAL IMPACT BUSINESS & INDUSTRY	54.831Ha
C	LIMITED GENERAL IMPACT BUSINESS & INDUSTRY	12.185Ha
D	OPEN SPACE / RESERVE	1.356Ha

STAGE	COMPLETION YEAR	AREA
STAGE 1	2016	4.015Ha
STAGE 2	2019	36.404Ha
STAGE 3	2023	21.552Ha
STAGE 4	2023+	9.785Ha

Scale 1:6000 - Lengths are in Metres.



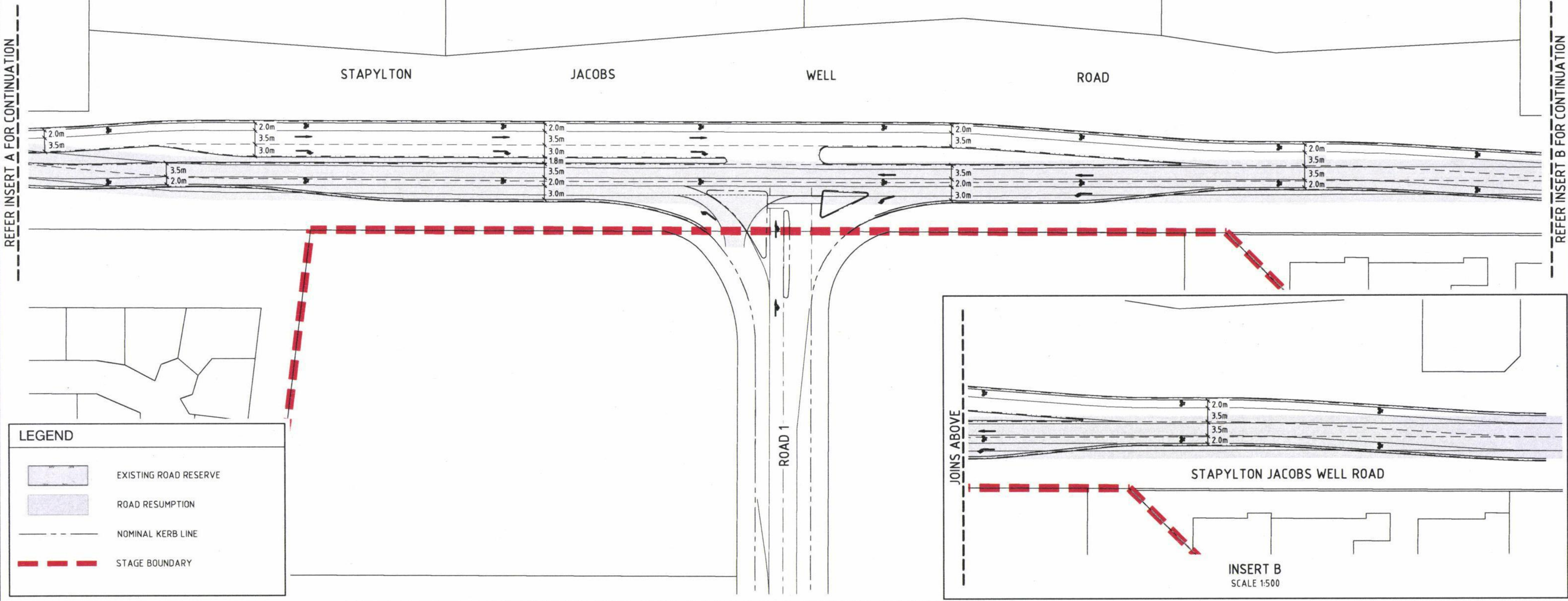
NOTE

THE ALIGNMENT OF STAPYLTON JACOBS WELL ROAD HAS BEEN ADOPTED BASED ON DTMR DRAWING 387557 REV A.

ROAD RESUMPTION AREAS SHOWN ON PLANS ARE INDICATIVE ONLY AND ARE BASED ON DTMR TYPICAL SECTION SHOWN ON DRAWING 387556 REV A.

ROAD RESUMPTION AREAS TO THE NORTH OF STAPYLTON JACOBS WELL ROAD MAY BE REDUCED BASED ON AN ALTERNATIVE BATTER ARRANGEMENT AND AGREEMENT WITH DEPARTMENT OF MAIN ROADS.

DESIGN SPEED (DTMR) 80km/hr
POSTED SPEED (DTMR) 70km/hr



LEGEND

	EXISTING ROAD RESERVE
	ROAD RESUMPTION
	NOMINAL KERB LINE
	STAGE BOUNDARY

						Surveyor GASSMAN DEVELOPMENT PERSPECTIVES		Client MRS PATRICIA & MR WILLIAM HESTER		Status PRELIMINARY NOT TO BE USED FOR CONSTRUCTION			Project STAPYLTON, JACOBS WELL HESTER DEVELOPMENT SITE		 HYDER CONSULTING PTY. LTD ABN 48 010 924 866 P O Box 1653, Southport, Queensland, 4215 Australia Tel: (+617) 5532 3933 Fax: (+617) 5591 4778 E-mail: goldcoast@hyderconsulting.com Web: www.hyderconsulting.com				
						Architect				Approved R.E.P.Q No :		Scales 1:500 Current Issue Signatures		Title STAPYLTON-JACOBS WELL ROAD INTERSECTION INTERIM ROAD UPGRADE					
		Scale  1 : 500								Original Size A1 Designer		Height Datum DATUM Reviewer							
02	INTERSECTION UPDATED	AC	25.07.12					Filename: K031-K032-AA003837-01-INTERSECTION INTERIM.DWG		Grid GRID		© Copyright reserved		25/Jul/2012 3:43 PM		F:\AA003837\E-CAD\C-Civil\B-Sketches\K031-K032-AA003837-01-INTERSECTION INTERIM.dwg			
01	ISSUE FOR DISCUSSION	AC	18.07.12																
Issue	Description		Date											Drawing No. K031		Project No. AA003837		Issue 02	

NOTE

THE ALIGNMENT OF STAPYLTON JACOBS WELL ROAD HAS BEEN ADOPTED BASED ON DTMR DRAWING 387557 REV A.

ROAD RESUMPTION AREAS SHOWN ON PLANS ARE INDICATIVE ONLY AND ARE BASED ON DTMR TYPICAL SECTION SHOWN ON DRAWING 387556 REV A.

ROAD RESUMPTION AREAS TO THE NORTH OF STAPYLTON JACOBS WELL ROAD MAY BE REDUCED BASED ON AN ALTERNATIVE BATTER ARRANGEMENT AND AGREEMENT WITH DEPARTMENT OF MAIN ROADS.

DESIGN SPEED (DTMR) 80km/hr
POSTED SPEED (DTMR) 70km/hr



HILLSIDE DRIVE

YELLOWWOOD ROAD

STAPYLTON

JACOBS

WELL

ROAD

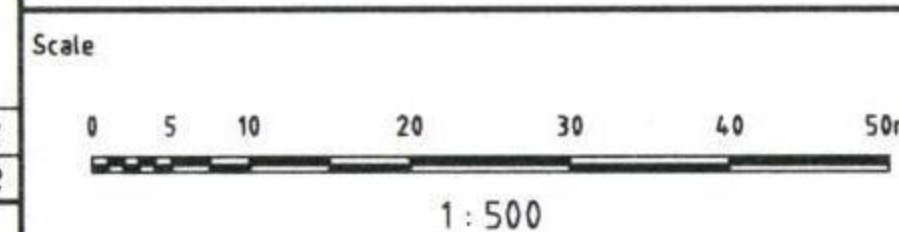
DE BORTOLI STREET

REFER K031 FOR CONTINUATION

LEGEND

- EXISTING ROAD RESERVE
- ROAD RESUMPTION
- NOMINAL KERB LINE
- STAGE BOUNDARY

02	REVISED INTERIM INTERSECTION	AC	10.08.12
01	ISSUE FOR DISCUSSION	AC	26.07.12
Issue	Description	Date	



GASSMAN DEVELOPMENT
PERSPECTIVES

Surveyor

Architect

Filename: K032-AA003837-02-INTERSECTION INTERIM.DWG

Client

MRS PATRICIA &
MR WILLIAM HESTER

Status **PRELIMINARY**
NOT TO BE USED FOR CONSTRUCTION

Approved

R.E.P.Q No:

Current Issue Signatures

Author A.CAMARDI

Designer

Reviewer

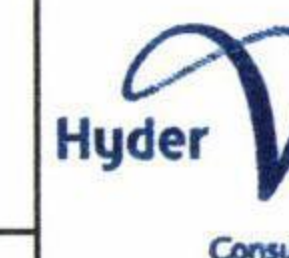
Grid

Grid

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Project **STAPYLTON,
JACOBS WELL
HESTER DEVELOPMENT SITE**

Title **STAPYLTON-JACOBS WELL
ROAD INTERSECTION
INTERIM ROAD UPGRADE**



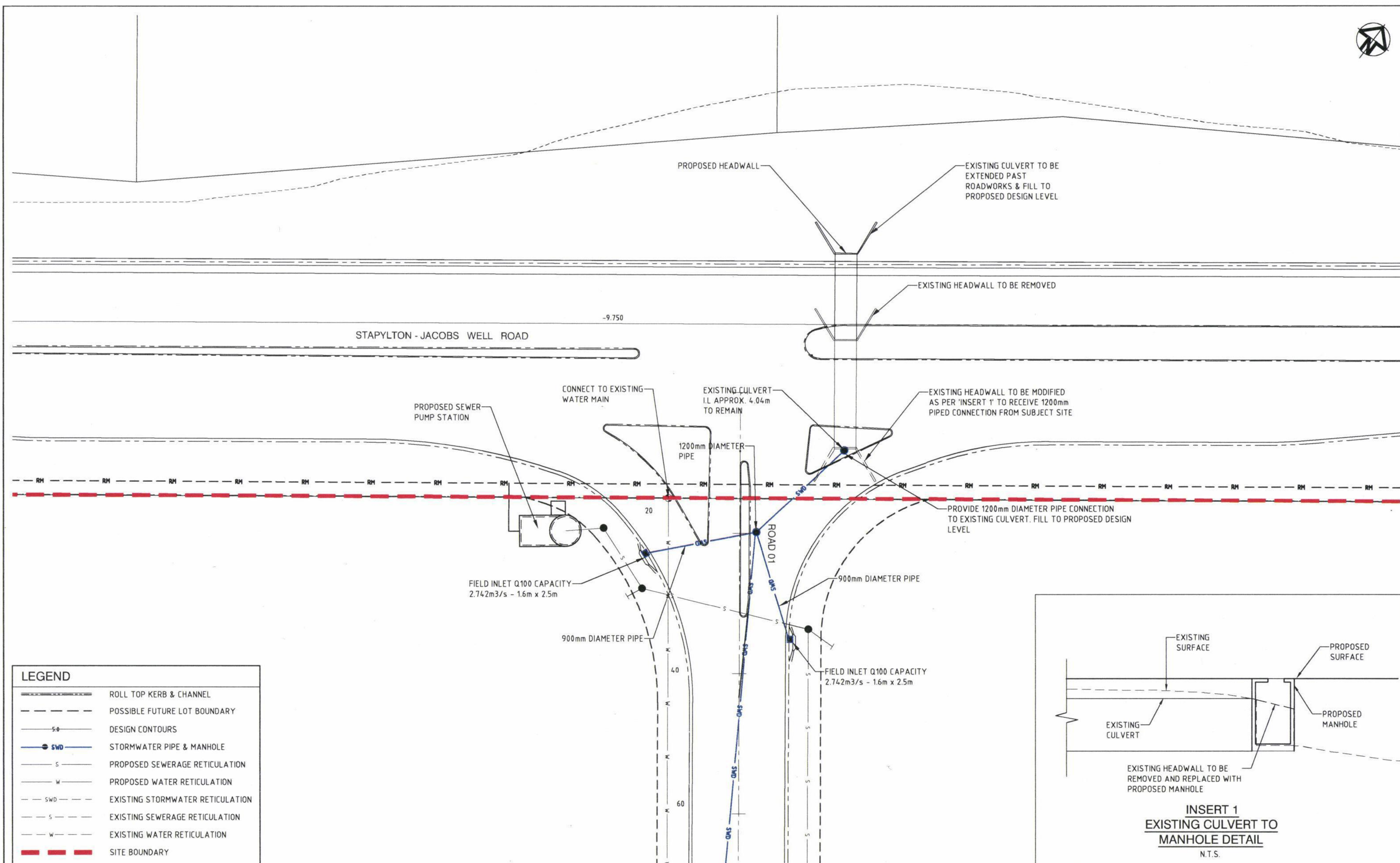
HYDER CONSULTING PTY. LTD
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Fax: (+617) 5591 4778
E-mail: goldcoast@hyderconsulting.com
Web: www.hyderconsulting.com

Drawing No. **K032** Project No. **AA003837** Issue **02**

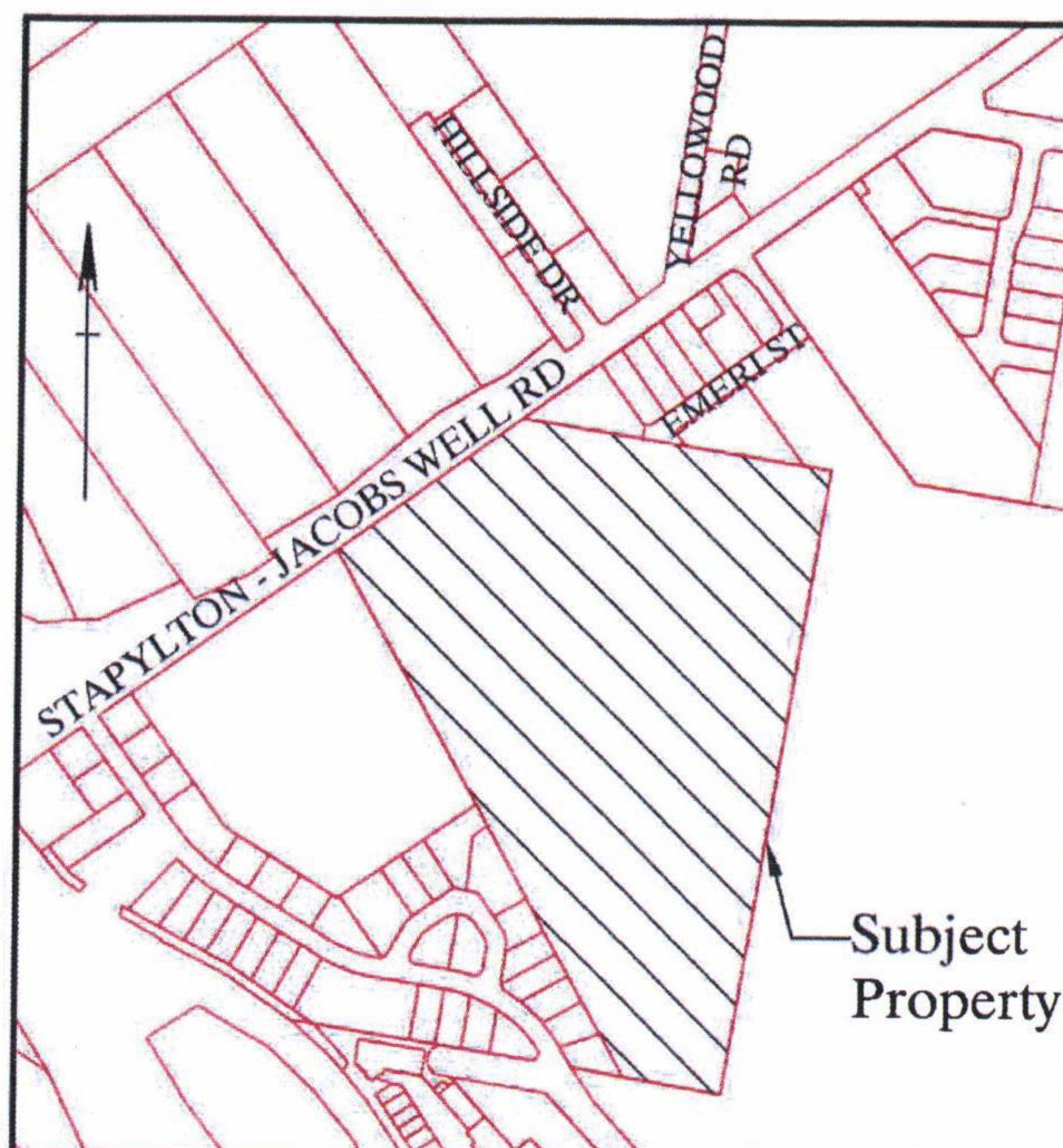
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				Surveyor GASSMAN DEVELOPMENT PERSPECTIVES		Client MRS PATRICIA & MR WILLIAM HESTER		Status PRELIMINARY NOT TO BE USED FOR CONSTRUCTION		Project STAPYLTON, JACOBS WELL HESTER DEVELOPMENT SITE		 HYDER CONSULTING PTY. LTD. ABN 48 010 924 866 P O Box 1653, Southport, Queensland, 4215 Australia Tel: (+617) 5532 3833 Fax: (+617) 5591 4778 E-mail: goldcoast@hyderconsulting.com Web: www.hyderconsulting.com	
		Scale  0 5 10 15 20 25m 1 : 250		Architect				Approved R.E.P.Q No :		Scales 1:250 Current Issue Signatures Author NDREISE Designer T.DINGLE Reviewer M.BRAY		Title STAPYLTON-JACOBS WELL CULVERT UPGRADE	
01 DRAWINGS AMENDED AS PER COUNCIL RFI ND 15.06.12								Original Size A1 Height Datum DATUM Grid GRID				Drawing No C037	
Issue Description Date				Filename: C037-AA003837-01-INTERSECTION CULVERT.DWG				© Copyright reserved				Project No AA003837	
								20/Jun/2012 7:09 PM				Issued 0	

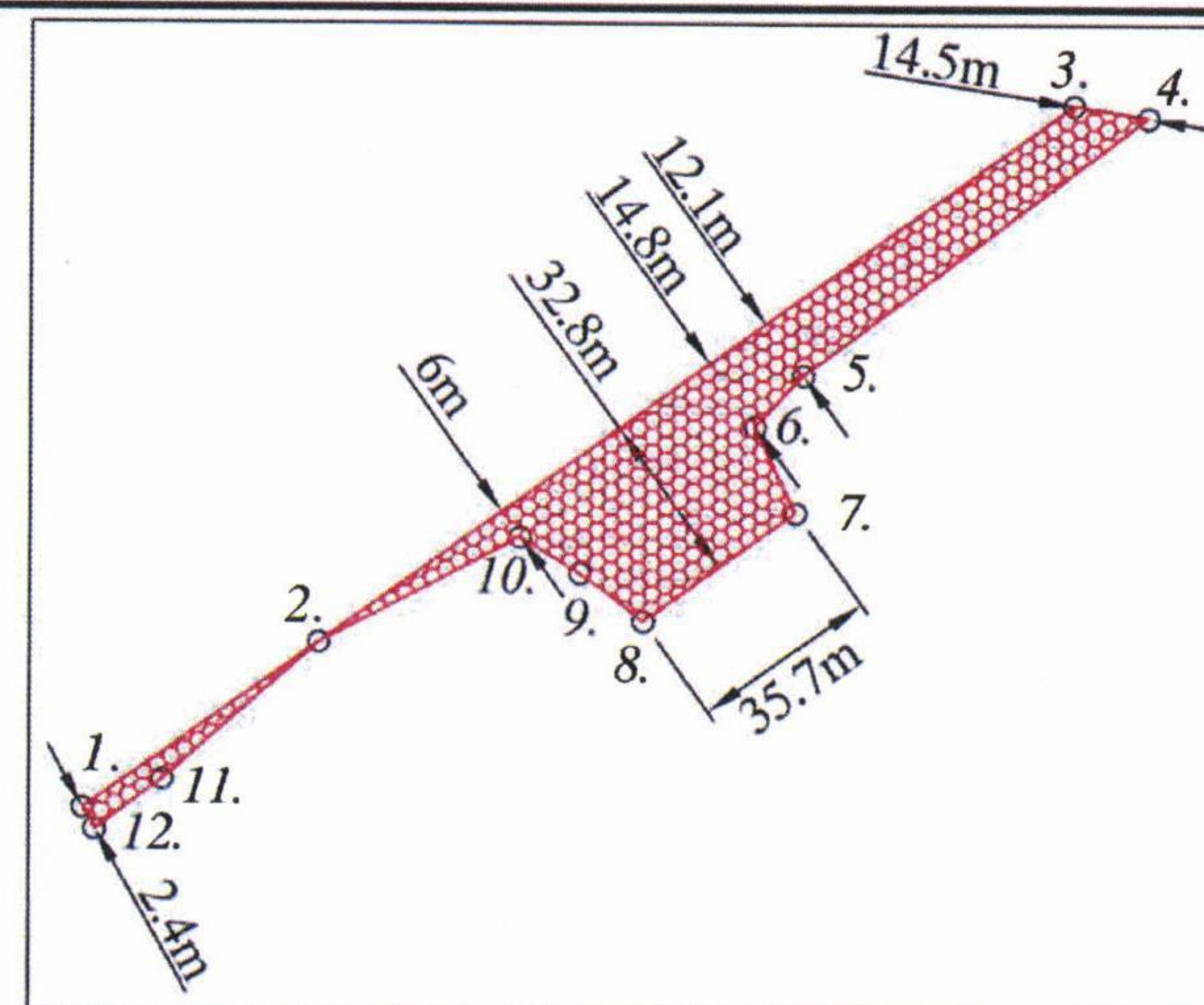


LOCALITY PLAN
N.T.S.

Important Information

The details on this sketch have been prepared based on the most current Digital Cadastral Data Base (DCDB) information available from Queensland Department of Natural Resources and Mines.

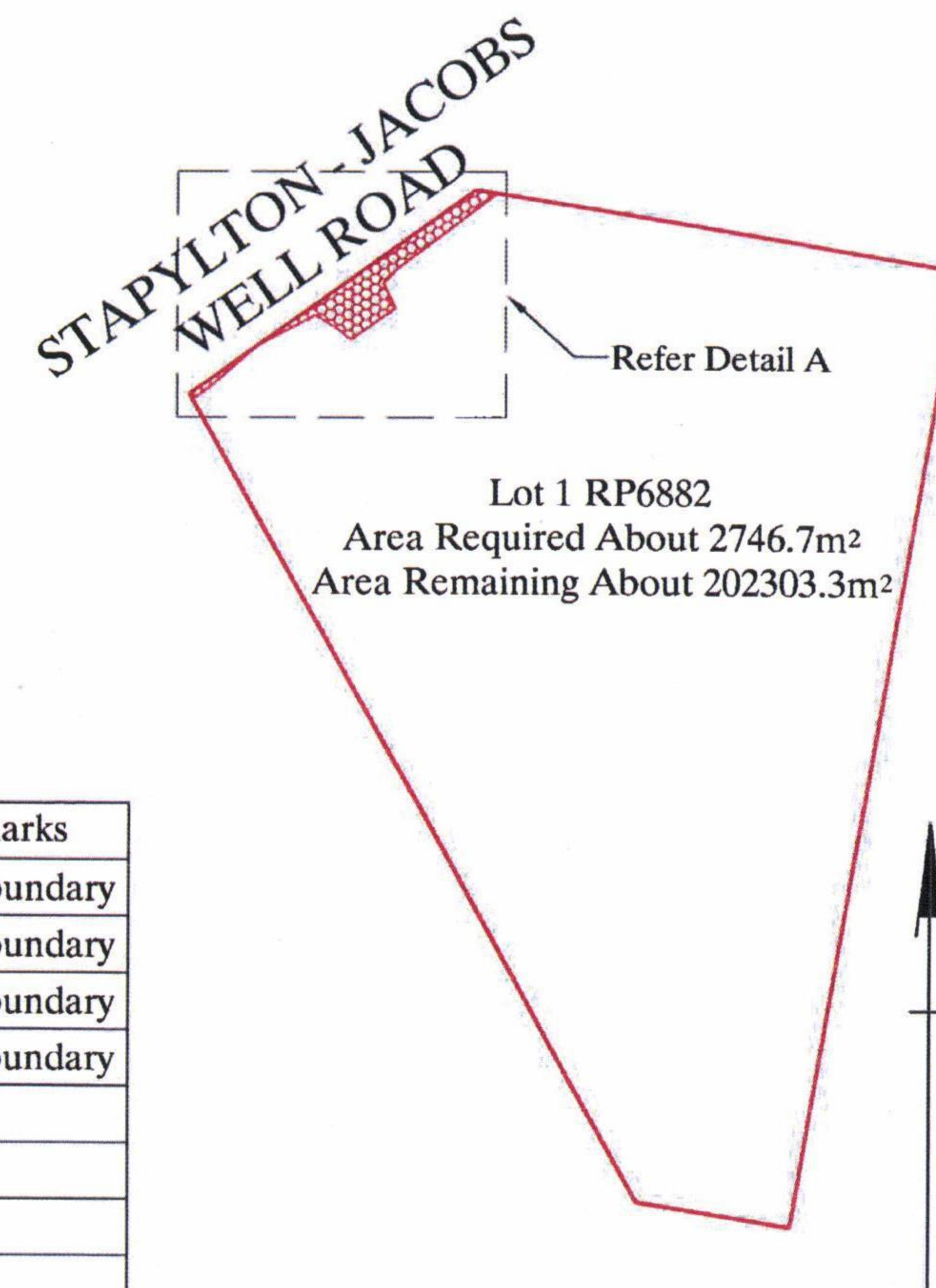
The sketch has been prepared to show the proposed future road corridor requirement line. The details shown are for information purposes only and are subject to change either during detailed design phases or as a result of changes to the DCDB.



DETAIL A
0 20 40 60 80m

Table of Co-ordinates

Point	Easting	Northing	Remarks
1	522928.569	6932280.600	On Boundary
2	522973.289	6932312.776	On Boundary
3	523116.719	6932415.974	On Boundary
4	523131.005	6932413.655	On Boundary
5	523065.444	6932364.149	
6	523056.397	6932354.352	
7	523064.088	6932337.739	
8	523035.124	6932316.902	
9	523023.040	6932326.077	
10	523011.680	6932332.989	
11	522943.558	6932286.224	
12	522930.842	6932276.493	On Boundary



Co-ordinates are given in metres MGA Zone 56 (GDA94)

Revisions	Certified	Date	Microfiled	Area required shown thus	TP Sketch	GOLD COAST CITY				Queensland Government
				 Dimensions in metres except where shown otherwise. Area in hectares (ha) or square metres (m²).		STAPYLTON - JACOBS WELL ROAD				
A	Original issue					Drawn RNB Checked FAS	Reqmts. RNB Checked FAS	Examined <i>[Signature]</i> Date: 26/9/12	Approved <i>[Signature]</i> Date: 27/9/12	Transport and Main Roads 1003/TP12020 A