# Town Planning Report
# Code Assessment Application

## Material Change of Use (Development Permit) for the purpose of a Medium Impact Industry on land at 84 – 160 Christensen Road South, STAPYLTON QLD 4207

**Prepared for MS Projects Pty Ltd**
**By**
**iPlan Town Planning Pty Ltd**

**October 2017**

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## Applicant Executive Summary

| | | | |
|---|---|---|---|
| **RiskSMART** | **No** | | |
| **Site address** | 84 – 160 Christensen Road South, Stapylton QLD 4207 | | |
| **Division** | 1 | | |
| **Real property description** | Part of Lot 334 on SP193431 | | |
| **Area of Site** | 6,293m$^2$ | | |
| **Applicant's name** | MS Projects Pty Ltd c/o I-Plan Town Planning Pty Ltd | | |
| **Zone / Neighbourhood Plan** | *High impact industry zone* | | |
| **Overlays** | ▪ *Acid sulfate soils overlay;*<br>▪ *Industry, community infrastructure and agriculture land interface area overlay;* and<br>▪ *Water catchments and dual reticulation overlay.* | | |
| **Proposed use as defined in Gold Coast City Plan 2014** | *Medium impact industry* | | |
| **Details of proposal** | **Material Change of Use (MCU) or Building Work (BA)** | | |
| | ▪ Gross Floor Area (GFA) | 2,820m$^2$ | |
| | ▪ Total Use Area (TUA) | 2,664m$^2$ | |
| | ▪ Building height | 11m | |
| | ▪ Site Cover | 44% | |
| | ▪ Number of car parks | Thirty-seven spaces (37) | |
| | ▪ Number of storeys | One (1) storey (with 20m$^2$ mezzanine component) | |
| | ▪ Number of units | Two (2) | |
| | **Reconfiguration of Lots** | | |
| | ▪ Number of existing lots | N/A | |
| | ▪ Number of new lots | N/A | |
| **Application type** | **Aspects of Development** | **Type of Approval Requested** | |
| | | **Preliminary Approval** | **Development Permit** |
| | **Material Change of Use (MCU)** | | ✓ |
| | **Reconfiguration of a Lot (ROL)** | | |
| | **Building Work (BW)** | | |
| | **Operational Work (OW)** | | |
| **Categories of Assessment** | Code Assessment | | |
| **Pre-lodgement / Consultation history** | No – A prelodgement was held with Cold Coast City Council to discuss the future reconfiguration of a lot for whole of Lot 334 on SP193431. Refer to 'Prelodgement Discussions' in planning report below and attached 'Prelodgement Records.pdf'. | | |
| **Key planning issues e.g. vegetation, waterway corridors, overland flow** | Built form and articulation; External civil works associated with future application for reconfiguration of a lot; and vehicle access / servicing. | | |
| **Referral agencies** | **Agency** | **Concurrence/ Advice** | |
| | N/A | | |
| **Specialist reports provided** | ▪ Stormwater Management Plan – Civil Perspective Pty Ltd;<br>▪ Assessment of Urban Infrastructure – iCubed Consulting Pty Ltd; and<br>▪ Bulk Earthworks and Erosion / Sediment Control Plan – iCubed Consulting Pty Ltd. | | |

| | |
|---|---|
| **Public notification** | No |

## Site Description and Locality (including photos)

### *Property Description*

| | |
|---|---|
| **Address of Site** | 84 – 160 Christensen Road South, Stapylton QLD 4207 |
| **Real Property Description** | Part of Lot 334 on SP193431 |
| **Area of site** | 6,293m$^2$ (Total site – 25.182 Ha) |
| **Zone** | *High impact industry zone* |
| **Owner** | Burnside Developments Pty Ltd A.C.N. 105 562 883<br>Yellowstone Investments Pty Ltd A.C.N. 105 568 465 |

The subject site comprises part of Lot 334 on SP193431 and has an area of 6,293m$^2$. The land is contained in the *High impact industry zone* under the *Gold Coast City Plan*.

Lot 334 on SP193431 is divided by Christensen Road South with the subject site having a frontage of 70.141m to the northern side of the road. Christensen Road South is an industrial cul-de-sac identified as a distributor road on Council's *Functional road hierarchy map* and is fully constructed with concrete kerb and channel and a strip footpath in good condition to the ultimate alignment along the frontage.

The site is generally level and is currently vacant. The land has been previously cleared and is devoid of vegetation. Street furniture along the frontage is limited to street lighting poles with no existing street trees evident.

The site forms part of the *Proximity@YATALA Industrial Park* which is an expanding industrial estate containing a range of industrial uses. Currently all existing developments within the industrial park are located on one lot, being Lot 334 on SP193431, which has a total area of 25.182 hectares. In this regard it is noted that a reconfiguration of a lot application to subdivide Lot 334 in two (2) stages comprising seventeen (17) industrial lots with common property, new road and open space land dedication is currently being prepared for lodgement with Council. The land subject to the current material change of use application forms Lot 12 of the proposed reconfiguration. Lot 12 is to be created in Stage 2 of the proposed subdivision and will be located on the corner of Christensen Road South and proposed new road.

The subject site is surrounded on each side by vacant industrial land with an industrial freight service provider located directly opposite the site in Christensen Road South. Sandy Creek is located to the south of Lot 334 with the Stapylton Landfill Facility to the north and the future Stapylton Sewage Treatment Plant to the east. Further to the northeast is an established extractive industry. No residential land is located in proximity to the subject site.

Given the industrial zoning of the site and its location within the industrial park, it is envisaged that land in the immediate area will continue to be used for industrial purposes in the long term.

The industrial nature of the locality is illustrated in the photographs of the surrounding locality below.


**Figure 1: Site Locality** (Source: Google 2017)

## *Photographs of Subject Site & Surrounds*

**Photograph 1: View west along Christensen Road South from the existing cul-de-sac head at the eastern end of Lot 334 on SP193431. The subject site is located on the northern side of Christensen Road South.**

**Photograph 2: View west across subject site. Access to the proposed development is to be achieved from Christensen Road South which is fully constructed at the site frontage with concrete kerb and channel and a strip footpath. The proposal has been designed to enable the provision of a future second access driveway to new road to be constructed as part of Stage 2 of the proposed subdivision of Lot 334 on SP193431.**

**Photograph 3: View north across subject site. The subject site is vacant and is devoid of vegetation.**

**Photograph 4: View of subject site from the Christensen Road South frontage.**


**Photograph 5: Existing industrial development located opposite the subject site in Christensen Road South.**


**Photograph 6: Existing industrial development located opposite the subject site in Christensen Road South.**

## Previous Relevant Applications/Site History

The subject site is located in the *Proximity@YATALA Industrial Park* and comprises part of Lot 334 on SP193431. The land is contained in the *High impact industry zone* under the *Gold Coast City Plan 2016*. The site is currently vacant and has been previously cleared.

There is no recent development history on the subject site however the site has previously been prepared for industrial development with the land serviced with all necessary urban services. Furthermore, Council records indicate several recent approvals to carry out industrial developments within the industrial park on land to the west and south of the subject site including MCU2700123 approved by negotiated decision on 16 July 2007, MCU270012 approved 16 May 2007 and MCU201200768 approved 19 December 2012 with an extension of time approved under file reference MCU201601696 approved 12 December 2016.

## Prelodgement Discussions

A prelodgement meeting was held with Council on 1 August 2017 for the subject material change of use over part of Lot 334 on SP193431 as well as for the proposed reconfiguration of Lot 334 over two stages into seventeen (17) lots with common property, new road and land dedication for open space. (Refer attached 'Prelodgement Records.pdf'). It is intended to lodge a second separate application with Council for the proposed reconfiguration of the lot.

Whilst it is anticipated that the subdivision application will be lodged concurrently with the subject material change of use application, it should be noted that the subject site in this instance has minimal development constraints and is currently vacant and cleared. It is also important to note that the majority of the key issues identified as a result of prelodgement discussions directly relate to the proposed reconfiguration of Lot 334 and do not impact on the subject material change of use application. The issues raised in conjunction with the proposed subdivision have been addressed in detail in the separate reconfiguration of a lot application.

It is reiterated that the subject site is located on the northern side of Christensen Road South with an area of 6,293m$^2$ out of the total site area of Lot 334 (being 25.182 hectares). The subject site is currently vacant and has been cleared. As such the following issues discussed at the prelodgement are considered relevant to the current application:

- *Lot sizes:* With respect to the overall reconfiguration of Lot 334, Council advised that Christensen Road South is an Industrial collector street and as such the minimum lot size requirement for subdivision of land is 6,000m$^2$. In this regard the subject site has an area of 6293m$^2$, a frontage of 70.141m to Christensen Road and an average width in excess of 25m in accordance with requirements of the *High impact industry zone code*.

- *Open space:* The subject land is currently vacant and cleared and is not located in proximity to environmentally sensitive or proposed open space areas. The landscaping of the site has been addressed in the Landscape Plan prepared by Space Frame Design and Construct Solutions submitted with the application (Refer 'Plans of Layout.pdf').

- *Hydraulics and water quality:* A Stormwater Management Plan has been prepared by Civil Perspective Pty Ltd (Ref: 17167 dated 9 October 2017) demonstrating that the proposal meets required Council standards including the *Healthy waters code* (refer to attached 'Stormwater Management Plan' pdf). It should be noted that separate reports addressing whole of site requirements for the subdivision of Lot 334 on SP193431 have been prepared for submission with the reconfiguration of a lot application.

## Detailed Description of Proposal

The proposed development is for a Material Change of Use (Development Permit) for the purpose of a *Medium impact industry* on part of land at 84-160 Christensen Road South, Stapylton. It is reiterated that the subject site forms part of Lot 334 on SP193431 with a separate application to be lodged with Council for the reconfiguration of the whole site to create seventeen (17) lots, common property, open space and new road over two (2) stages.

*Proposed Development*
The proposed medium impact industrial development is to incorporate two tenancies to be utilised by Arco Qld Pty Ltd and Aodeli, both of which are currently located in the *Proximity@YATALA Industrial Park*. The development statistics of the proposal are as follows:

- Gross floor area of 2,820m$^2$ including a 320m$^2$ancillary office component;
- Total use area of 2,664m$^2$;
- Site cover of 44%;
- Building height a maximum of 11m above ground level;
- Landscape open space 671m$^2$ (11%); and
- Parking for a total of thirty-seven (37) cars including one (1) space for accessible parking.

*Proposed Uses*
In this instance the proposed development provides a new facility for both Arco Qld Pty Ltd and Aodeli relocating operations currently carried out in an existing industrial building located at the northwestern corner of Lot 334 on SP193431. Arco Qld Pty Ltd specialise in the design, manufacture, installation and supply of architectural door systems with Aoedeli specialising in the supply of 'fire safe' aluminium composite panels to the construction industry. Operations on-site are to include the welding and fabrication of steel along with roll forming and aluminium assembly. As such the proposed use on site constitutes a *Medium impact industry.*

*Built Form*
The proposed building is to have an overall height of 11m which is substantially below the maximum allowable 15m prescribed in the *High impact industry zone code*. The development is to primarily be a single storey building with a 20m$^2$ mezzanine located within the ancillary office areas of the proposed Arco Qld Pty Ltd tenancy. The building is to be significantly recessed from the Christensen Road South street frontage being setback a minimum of 9.2m to the office component at the western end of the building with increased setbacks to the workshop/warehouse component of the development resulting in setbacks of approximately 24.5m to the road alignment.

The building is to be of a high quality contemporary finish and will be constructed from a variety of materials and finishes. The building is to feature significant articulation and will incorporate precast concrete panels with a paint finish, metal roof sheeting, roller doors with 3m wide awnings over the loading areas, an extended sloping roof over the office area and car parking spaces in front of the office at the western side of the site and a sloping awning over the office area at the eastern end of the building. Additional articulation has been provided to the Christensen Road South façade of the

building with reduced heights to the ancillary office component areas, the ancillary office areas stepped forward of the main building line, the incorporation of significant glazing to the office areas, and variation in the proposed paint colours.

The design of the building also ensures that the pedestrian entry is easily identifiable and readily visible with pedestrian access to the site provided at the western end of the frontage linking the building to the footpath on Christensen Road South. The proposed built form will contribute positively to the Christensen Road South streetscape whilst also providing for passive surveillance of the public domain.

*Car Parking, Site Access and Servicing*

Provision will be made for a total of thirty-seven (37) car parking spaces on-site, including one (1) space for disabled persons where thirty-seven (37) are required to be provided in accordance with Table 9.4.13-3 of the *Transport code*. Parking is proposed to be primarily located to the Christensen Road South frontage of the site as well as to the front of both proposed office areas.

The proposal also makes provision for the parking of eighteen (18) bicycles on site in accordance with Table 9.4.13-10 of the *Transport code*. It is proposed to provide the bicycle parking in two (2) separate areas adjoining the proposed office areas.

With respect to vehicular access to the site a 10m wide industrial type crossover is proposed to Christensen Road South. The car park area has been designed to enable a future second site access driveway to be provided to the proposed new road to be constructed in stage two (2) of the reconfiguration of Lot 334 on SP193431. The future crossover/driveway area is to remain landscape area until such time as the new road is constructed.

Provision has been made for standing and manoeuvring of an Articulated Vehicle (AV) on-site. The layout accommodates on-site turning movements and enables the AV to enter and leave the site in a forward direction. In relation to refuse collection, bin storage is to be provided in front of the warehouse at the eastern end of the building with refuse collection vehicles also able to access and service the development on-site.

*Landscaping*

A total of 671m$^2$ (11%) of landscape open space will be provided on-site. A minimum 3m wide landscape strip has been provided along the Christensen Road South frontage with the exception of the driveway crossover area. Provision has also been made for a minimum 3m wide landscape strip along the eastern boundary of the site increasing to 5.8m between the proposed building and the site boundary. As such a minimum 3m landscape strip will be provided to the proposed new road frontage to be created as part of the future subdivision of the estate. The overall landscaping provision will soften the built form and hardstand areas and make a positive contribution to the Christensen Road South and future new road streetscapes.

*Infrastructure & Earthworks*

The site forms part of the *Proximity@YATALA Industrial Park* which has previously been supplied with all necessary urban services including water and sewer reticulation, all of which are to be maintained. For details regarding the proposed connection to services and the adequacy of existing infrastructure within the estate, please refer to the accompanying Assessment of Urban Infrastructure prepared by iCubed Consulting Pty Ltd.

Due to the high variation between the existing levels across the subject site and the adjoining footpath verge on Christensen Road, excavation is to be carried out to provide finished pad level of 10.450m AHD with the application accompanied by a preliminary bulk earthworks plan and cross sectional drawings prepared by iCubed Consulting Pty Ltd.

With respect to stormwater, a Stormwater Management Plan has been prepared by Civil Perspective Pty Ltd (Ref: 17167 dated 9 October 2017) which addresses stormwater management for the proposal. The report demonstrates that the proposed development incorporates a treatment train, including three (3) separate bio-retention system locations, to ensure that relevant water quality objectives can be achieved for runoff, and that pre-development peak flows can be maintained. The report further demonstrates that the requirements for peak flow rates and time to peak stipulated in the Woongoolba Flood Mitigation Scheme are satisfied and the proposal will not result in flooding. (Refer to attached 'Stormwater Management Plan' pdf).

## Planning Act 2016 Requirements

### *Development Application Details*

| Type of Development | Code Assessment | | Impact Assessment | |
|---|---|---|---|---|
| | Preliminary Approval | Development Permit | Preliminary Approval | Development Permit |
| Material Change of Use | | ✓ | | |
| Reconfiguring a Lot | | | | |
| Operational Work | | | | |
| Building Work | | | | |
| Plumbing and Drainage Work | | | | |

### *Relevant Sections Planning Act 2016*

The following sections of the *Planning Act 2016* are relevant to this application:

***45(3)*** ***A code assessment is an assessment that must be carried out only –***

***(a) against the assessment benchmarks in a categorizing instrument for the development; and***

***(b) having regard to any matters prescribed by regulation for this paragraph.***

In regard to the prescribed regulation, being the *Planning Regulation 2017,* the following sections apply in the assessment of this application:

***Section 26 – Assessment Benchmarks generally***

***(1) For section 45(3)(a) of the Act, the code assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.***

***(2) Also, if the prescribed assessment manager is the local government, the code assessment must be carried out against the following assessment benchmarks—***

***(a) the assessment benchmarks stated in—***

***(i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and***

***(ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and***

***(iii) a temporary State planning policy applying to the premises;***

***(b) if the local government is an infrastructure provider—the local government's LGIP.***

***(3) However, an assessment manager may, in assessing development requiring code assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.***

### *State Planning Policy*

Part 2 *State planning provisions* of the *Gold Coast City Plan* Version 4 identifies that all aspects of the state planning policy have been appropriately integrated into the City Plan with the exception of *Natural hazards, risk and resilience (coastal hazards)* which is not applicable to the site. Notwithstanding, as the subject site is in excess of 2,500m$^2$ and the proposed development will

result in an impervious area greater than 25 per cent of the net developable area, a Stormwater Management Plan (Ref: 17167 dated 9 October 2017) has been prepared by Civil Perspective Pty Ltd which addresses stormwater management for the proposed development. (Refer attached 'Stormwater Management Plan.pdf').

### *ShapingSEQ - South East Queensland Regional Plan 2017*

The subject site is identified within the *Urban Footprint* designation of the *ShapingSEQ South East Queensland Regional Plan 2017*. Land within the *Urban Footprint* is intended to accommodate the full range of normal urban uses, such as housing, industry, business, infrastructure, community facilities and urban open spaces. As such the proposed use does not conflict with the Plan.

### *Referral Agencies – SARA*

There are no referral agencies triggered in the assessment of this application.

## Categories of Development and Assessment

### *Application Process – Code Assessment*

The zoning for this site is *High impact industry zone* under the *Gold Coast City Plan*. Under Part 5.5 *Categories of Development and Assessment – Material Change of Use*, specifically Table 5.5.11 – *High impact industry zone (where not in a precinct),* a proposed material change of use for a *Medium impact industry* is accepted development subject to requirements.

However, Part 5.3.3.(2) *Determining and applying the requirements for accepted development and the assessment benchmarks for assessable development,* identifies that where accepted development does not comply with one or more of the nominated required outcomes (ROs) in the relevant parts of the applicable codes then the accepted development becomes code assessable development unless otherwise specified. In this instance, whilst the development meets the majority of the identified assessment benchmarks, the proposal does not meet all the required outcomes (ROs). As such, in accordance with Part 5.3.3(4) code assessment is triggered for, and limited to, the non-compliant assessment benchmarks. For completeness, a full assessment against all applicable assessment benchmarks identified in Table 5.5.11 has been undertaken.

Therefore, this application is to be assessed using the code assessment procedures of the *Planning Act 2016* and the *Development Assessment Rules (DA Rules).*

As the application is code assessable it is not required to undergo public notification procedures.

## Planning Scheme Assessment

### Relevant Sections of *Gold Coast City Plan 2016*

The following sections of *Gold Coast City Plan 2016* are relevant to this application:

Part 5.3.3(4) requires that code assessable development:

***(a) is to be assessed against all the assessment benchmarks identified in the assessment benchmarks column;***

***(b) that occurs as a result of development becoming code assessable pursuant to sub-section 5.3.3(2) must:***

- ***(i) be assessed against the assessment benchmarks for the development application, limited to the subject matter of the required outcomes that were not complied with or were not capable of being complied with under sub-section 5.3.3(2);***
- ***(ii) comply with all required acceptable outcomes identified in sub-section 5.3.3(1) other than those mentioned in sub-section 5.3.3(2);***

***(c) that complies with:***

- ***(i) the purpose and overall outcomes of the code complies with the code;***

***(ii) the performance or acceptable outcomes complies with the purpose and overall outcomes of the code; and***

***(d) is to be assessed against any assessment benchmarks for the development identified in Schedule 11 of the Regulation.***

The application has been assessed against the applicable codes and accords with the acceptable outcomes and where applicable performance outcomes of the relevant assessment codes identified in the assessment benchmarks column of the categories of development and assessment table as discussed in detail below.

***High Impact Industry Zone Code***

The site is included in the *High impact industry zone*. As such assessment against the purpose and overall outcomes of the *High impact industry zone code* is applicable.

The overarching purpose of the code is to '*provide for High impact industry uses.*' It is intended that the purpose of the code be achieved through the overall outcomes set out in the code. In this instance the proposal is considered to be in compliance with the overall purpose of the *High impact industry zone code* with the proposed development providing for a medium impact industrial use in the existing *Proximity@YATALA Industrial Park*. The development provides for a functional industrial building which has been designed to positively contribute to the streetscape, has a maximum height consistent with nearby industrial developments and is not located in proximity to any sensitive uses. This is demonstrated in detail in the assessment against the *High impact industry zone code* provided in the attached 'Appendix 1 - Code Compliance Statement' pdf.

***Use Codes***

Part 5.5 *Categories of Development and Assessment* of the City Plan, specifically Table 5.5.11 – *High impact industry zone (where not in a precinct)*, identifies the *Industrial design code* as the relevant use code for the proposed development. Compliance with the acceptable outcomes, and where relevant the performance outcomes, of the code is demonstrated in detail in the attached 'Appendix 1 - Code Compliance Statement' pdf.

***Other Development Codes***

The other development codes identified in Table 5.5.11 – *High impact industry zone (where not in a precinct)* as assessment benchmarks and required outcomes include the following:

- *Fire services in developments accessed by common private title code;*
- *General development provisions code;*
- *Healthy waters code;* and
- *Transport code*

It is noted that whilst the *Fire services in developments accessed by common private title code* is listed as an applicable code in the assessment benchmarks and required outcomes column of Table 5.5.11, the subject development achieves access from a dedicated roadway and as such assessment against the *Fire services in developments accessed by common private title code* is not applicable.

Compliance with the acceptable outcomes, and where relevant the performance outcomes, of the *General development provisions code* and the *Transport code* is demonstrated in accompanying 'Appendix 1 - Code Compliance Statement' pdf with the *Healthy waters code* addressed in the accompanying 'Stormwater Management Plan' pdf.

***Overlays***

The subject site, being part of Lot 334 on SP193431, is identified as being affected by the following overlays and is subject to assessment against the associated codes where applicable:

- *Acid sulfate soils overlay;*
- *Industry, community infrastructure and agriculture land interface area overlay;* and
- *Water catchments and dual reticulation overlay.*

In this instance the proposed development does not trigger assessment against the relevant overlay codes. The proposal does not result in the excavation or filling of land below the 5m contour and as such assessment against the *Acid sulfate soils overlay* is not required whilst the *Industry, community infrastructure and agriculture land interface area overlay* is not applicable as the proposed development is for a *Medium impact industry* and does not involve a sensitive land use.

As the proposed development is for a material change of use in the 'Woongoolba flood mitigation catchment area' of the *Water catchments and dual reticulation overlay,* assessment against the *Healthy waters code* is not triggered by the overlay. However it is noted that assessment against the *Healthy waters code* is required under the categories of development and assessment tables for development in the *High impact industry zone* and as such has been carried out. Compliance with the relevant acceptable outcomes and where relevant the performance outcomes of the *Healthy waters overlay code* is demonstrated in accompanying 'Appendix 1 - Code Compliance Statement' pdf.

## Conclusions and Recommendations

The proposal is for a Material Change of Use (Development Permit) for the purpose of *Medium impact industry* on land at 84-160 Christensen Road South, Stapylton.

The proposed development is an appropriate use for the *High impact industry zone* and the location of the site is suitable for the development of a medium impact industrial use. The proposed building is of a scale, form and intensity which is consistent with the surrounding area and provides a high level of amenity. The building is to be of a high quality contemporary finish, significantly articulated and constructed from a variety of materials and finishes. Extensive landscape open space areas have been provided on-site which will soften the built form and make a positive contribution to the existing and future road streetscapes.

It has been demonstrated that the application is in accordance with the overall outcomes, applicable acceptable outcomes and where justifiable, the performance outcomes of the relevant codes of the *Gold Coast City Plan* and will not have any adverse impacts on surrounding areas.

Based on the findings of this report there appears to be no grounds to warrant the refusal of this application and it is recommended that the proposed development be approved subject to reasonable and relevant conditions.

**……**
**iPlan Town Planning Pty Ltd**
October 2017

## APPENDIX 1: Code Compliance Assessment

### *Code Compliance - Detailed Assessment Against Applicable Codes*

The proposal is assessable against the following *Gold Coast City Plan* codes:

**Zone Code**
- *High impact industry zone code;*

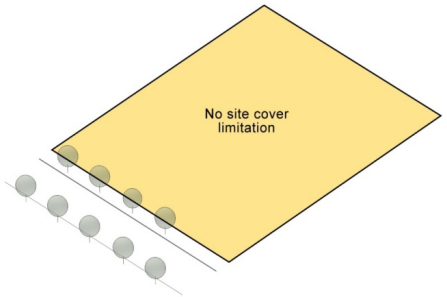
**Use Code**
- *Industrial design code;*

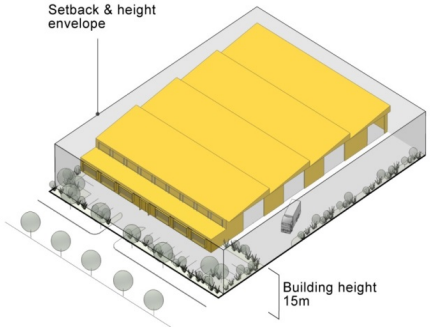
**Other Development Codes**
- *General development provisions code;*
- *Healthy waters code;* and
- *Transport code.*

Note: The *Healthy waters code* been addressed in the Stormwater Management Plan prepared by Civil Perspective Pty Ltd (Ref: 17167 dated 9 October 2017). Refer to the attached 'Stormwater Management Plan' pdf.

### *ZONE CODE*

### *High Impact Industry Zone Code*

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| Site cover | | | |
|  <br><br>**Figure 6.2.11-1** | | **N/A**<br>No site cover limitations are prescribed.<br><br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| Illustration showing High impact industry zone site cover outcomes | | | |
| Height | | | |
| **PO1**<br>Development is of a height that:<br>(a) is consistent with the surrounding industrial built form; and<br>(b) allows for the effective operation of the use. | **AO1**<br>Building height does not exceed 15m.<br>AND<br>Structures do not exceed a height of 15m. | **AO1**<br>The proposed building is to be a maximum of 11m in height.<br>**Acceptable Outcome met.** | |
|  <br>**Figure 6.2.11-2**<br>Illustration showing High impact industry zone setbacks and height outcomes | | | |
| Lot design (for subdivision only) | | | |
| **PO2**<br>Lots are of a size that support high impact industrial activity and configured to operate efficiently and effectively. | **AO2.1**<br>Minimum lot size is 4,000m² or that shown on the **Minimum lot size overlay map**, whichever is greater, exclusive of any access strip or access easement for rear lots.<br>OR<br>When access is proposed from an industrial collector road the minimum lot size is 6,000m² or that shown on the **Minimum lot size overlay map,** whichever is greater. | **N/AO2.1**<br>The proposal is for a *Medium impact industry* and does not incorporate any subdivision. It is noted that the subject site, being part of Lot 334, has an area of 6,293m$^2$ and as such is compliant with the minimum lot size requirement of 6,000m² for the subdivision of sites located on industrial collector roads in the *High impact industry zone*.<br>**Not Applicable.** | |
| | **AO2.2**<br>Minimum road frontage and average lot width | **N/AO2.2**<br>The proposal is for *Medium impact industry* and does not incorporate any subdivision. It is noted that the subject | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>**If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome** | Internal use |
|---|---|---|---|
| | is 25m.<br>OR<br>For rear lots the average lot width is 25m. | site, being part of Lot 334, has a frontage of 70.141m to Christensen Road and an average width in excess of 25m and as such is compliant with frontage and average lot width requirements for the subdivision of sites located in the *High impact industry zone*.<br><br>**Not Applicable.** | |
| **PO3**<br>**Future high impact industry precinct**<br>Lots are of a size that do not compromise the capacity of the precinct to develop intensively for high impact industry activities. | **AO3**<br>**Future high impact industry precinct**<br>Minimum lot size is 20ha. | **N/AO3**<br>The subject site is not located in the *Future high impact industry precinct* and is for a Material change of use only.<br><br>**Not Applicable.** | |
| Out of sequence development | | | |
| **PO4**<br>**Future high impact industry precinct**<br>Where development does not have an immediate connection to adequate infrastructure the proposal must demonstrate that:<br>(a) the development is staged and designed to provide for appropriate infrastructure to meet Council's standard of service;<br>(b) downstream property owner agreements are secured for the provision of the necessary infrastructure through their land;<br>(c) interim land uses do not compromise the capacity of the precinct to develop intensively for high impact industry activities or to accommodate buffer or transition areas to nearby sensitive uses and other values; and<br>(d) the necessary infrastructure is provided to Council's standards, at no cost to Council. | **AO4**<br>**Future high impact industry precinct**<br>No acceptable outcome provided. | **N/AO4**<br>The subject site is not located in the *Future high impact industry precinct.*<br><br>**Not Applicable.** | |

## *USE CODE*

### *Industrial Design Code*

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>**If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome** | Internal use |
|---|---|---|---|
| Design and appearance | | | |
| **PO1**<br>Building design promotes a high quality industrial area through building articulation and presentation to the street. | **AO1.1**<br>Walls facing the primary street frontage are designed to provide a showcase for businesses and reduce massing and bulk by incorporating the following features:<br>(a) variation in horizontal plane every 10m through the use of recesses, columns or blades;<br>(b) variation in parapet design or roof height every 10m;<br>(c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and<br>(d) windows and building openings have canopies or awnings which have a projection of at least 0.5m.<br>OR<br>For development within the **Low impact industry zone,** walls facing primary street frontages are designed to reduce massing and bulk by incorporating the following features:<br>(a) variation in horizontal plane every 5m through the use of recesses, columns or blades;<br>(b) variation in parapet design or roof height every 5m;<br>(c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and<br>(d) windows and building openings have canopies or awnings which have a projection of at least 0.5m. | **PO1**<br>The building is to be of a high quality contemporary finish and will be constructed from a variety of materials and finishes. The building is to feature significant articulation and will incorporate precast concrete panels with a paint finish, metal roof sheeting, roller doors with 3m wide awnings over the loading areas, an extended sloping roof over the office area and car parking spaces in front of the office at the western side of the site and a sloping awning over the office area at the eastern end of the building.<br><br>Additional articulation has been provided to the Christensen Road South façade of the building with reduced heights to the ancillary office component areas, the ancillary office areas stepped forward of the main building line, the incorporation of significant glazing to the offices, and variation in the proposed paint colours.<br><br>**Performance Outcome met.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| | **AO1.2**<br>Walls facing other street frontages are designed to reduce massing and bulk by incorporating the following features:<br>(a) variation in horizontal plane every 20m through the use of recesses, columns or blades; or<br>(b) variation in parapet design or roof height every 20m.<br>AND<br>(c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and<br>(d) windows and building openings have canopies or awnings which have a projection of at least 0.5m.<br>OR<br>For development within the **Low impact industry zone,** walls facing other street frontages are designed to reduce massing and bulk by incorporating the following features:<br>(a) variation in horizontal plane every 10m through the use of recesses, columns or blades; or<br>(b) variation in parapet design or roof height every 10m.<br>AND<br>(c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and<br>(d) windows and building openings have canopies or awnings which have a projection of at least 0.5m. | **N/AO1.2**<br>The subject site has frontage to Christensen Road only.<br><br>It is noted that as a result of new road to be constructed in Stage 2 of the proposed reconfiguration of Lot 334 on SP193431 the eastern boundary of the subject site will become a secondary road frontage. As a result the eastern elevation of the proposed building incorporates design features to provide building articulation including variations in materials and finishes, variations in colour scheme and a reduced height and stepping to the front office area. It is also noted that a landscaping strip 5.8m wide has been provided to the eastern side boundary which will soften the built form and make a positive contribution to the future new road streetscape.<br><br>**Not Applicable.** | |
| **PO2**<br>Chimney height must not exceed the building roof (apex) or parapet at any point for all industrial uses in Yatala and | **AO2**<br>No acceptable outcome provided. | **N/AO2**<br>No chimneys are proposed. | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| Luscombe industrial zones west of the M1. | | **Not Applicable.** | |
| **PO3**<br>Ancillary uses and parking areas are appropriately located to:<br>(a) provide an attractive front façade to the building and create an identifiable entry; and<br>(b) minimise conflict between areas used for the industrial activity and visitors to the site. | **AO3**<br>Ancillary uses and parking areas are located at the front of the building, facing the street frontage. | **AO3**<br>All car parking has been provided to the front of the proposed building.<br>**Acceptable Outcome met.** | |
| **PO4**<br>Development is designed to prevent contaminants being discharged to land or water. | **AO4**<br>Areas where potentially contaminating substances are used or stored, are:<br>(a) roofed or covered to prevent the ingress of rainfall and run-off; and<br>(b) sealed with an impervious surface and bunded so that any spills are retained on site for removal. | **AO4**<br>Any areas where potentially contaminating substances are to be used or stored will be designed to prevent any contaminants being discharged to land or water. This may be imposed as a condition of development.<br>**Acceptable Outcome met.** | |
| **PO5**<br>Development is designed to ensure hazardous chemicals can be stored safely to prevent fire, toxic release, explosions and contamination. | **AO5.1**<br>The storage of hazardous chemicals does not exceed the volume and quantity thresholds identified in Table 5.1 of the **Model Planning Scheme Development Code for Hazardous Industries and Chemicals** | **AO5.1**<br>Any storage of hazardous chemicals on site will not exceed the volume and quantity thresholds identified in Table 5.1 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals. This may be imposed as a condition of development.<br>**Acceptable Outcome met.** | |
| | **AO5.2**<br>Underground storage of liquid hazardous chemicals does not occur on the site. | **AO5.2**<br>No underground storage of liquid hazardous chemicals is proposed on the site.<br>**Acceptable Outcome met.** | |
| Amenity | | | |
| **PO6**<br>Landscaping is provided to:<br>(a) soften the built form and hardstand areas; | **AO6.1**<br>Landscaping is provided along street frontages with a minimum width of 1.5m and an average width of 3m for the full width of the boundary (excluding entry points). The | **AO6.1**<br>A total of 671m$^2$ (11%) of landscape open space will be provided on-site with a landscape strip a minimum of 3m wide provided along the Christensen Road frontage (exclusive of the entry way). | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>**If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome** | Internal use |
|---|---|---|---|
| (b) appropriately screen industrial buildings and storage areas;<br>(c) provide a buffer to sensitive land uses and non-industrial zoned land;<br>(d) enhance the visual amenity of the area; and<br>(e) enhance the appearance of the use from transport corridors. | area is planted with large trees that have a minimum bag size of 100L every 6m and a variety of shrubs. | Provision has also been made for a minimum 3m wide strip along the eastern boundary of the site increasing to 5.8m between the building and the site boundary. As such a minimum 3m landscape strip has been provided to the proposed new road frontage to be created as a result of the proposed reconfiguration of Lot 334 on SP193431. The landscape areas are to be planted with large trees that have a minimum bag size of 100L every 6m and a variety of shrubs. This may be imposed as a condition of development.<br><br>Overall the landscaping provision will soften the built form and hardstand areas and make a positive contribution to the Christensen Road South and future new road streetscapes.<br><br>**Acceptable Outcome met.** | |
| | **AO6.2**<br>Where the site adjoins:<br>(a) a non-industrial zoned lot; or<br>(b) a sensitive land use; or<br>(c) the rail corridor; or<br>(d) a state controlled road as identified on the **State controlled roads, rail corridor and transport noise corridors overlay map**.<br>A landscape buffer at least 10m wide is provided using plant species and pot sizes that provide at least 50% screening along the boundary within one year and reaches a maturity height greater than 10m. | **N/AO6.2**<br>The subject site, which comprises part of Lot 334 on SP193432, is adjoined by vacant industrial zoned land on all sides.<br><br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
|  <br>**Figure 9.3.12-1**<br>Illustration showing Industrial design outcomes for landscaping | | | |
| **PO7**<br>Noise emissions and hours of operation are controlled to prevent loss of amenity and impacts on the health and safety of land zoned for sensitive land uses. | **AO7**<br>Where the development involves noise generating activities and is within 100m of land zoned for sensitive land uses it is ensured that:<br>(a) there are no openings in walls facing a sensitive land use unless shielded to restrict noise emissions from the site;<br>(b) noise emitting equipment such as, but not limited to, air conditioning equipment, pumps and ventilation fans are:<br>(i) located on the opposite side of the building to the sensitive land use;<br>(ii) enclosed within acoustic barriers; or<br>(iii) located within the building.<br>(c) all noise generating activities are only conducted indoors (excluding the loading and unloading of vehicles); and<br>(d) a low impact industry use only operates between 7am to 6pm Monday to Sunday, and not on a public holiday<br>OR<br>all other uses only operate between 7am | **N/AO7**<br>The subject site is not located within 100m of land zoned for sensitive land uses.<br><br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| | to 6pm Monday to Saturday and not on a public holiday. | | |
| **PO8**<br>Development protects existing and planned sensitive land uses from being exposed to air, noise and odour emissions from industrial uses that have the potential to adversely impact on human health, amenity and wellbeing. | **AO8**<br>The use is designed to ensure that:<br>(a) the indoor noise objectives set out in the *Environmental Protection (Noise) Policy 2008* are met;<br>(b) the air quality objectives in the *Environmental Protection (Air) Policy 2008* are met;<br>(c) noxious and offensive odours are not experienced at the location of existing and planned sensitive land uses. | **N/AO8**<br>The subject site is located within an established industrial area and is not located within proximity of land zoned for sensitive land uses.<br><br>**Not Applicable.** | |
| **PO9**<br>**Low impact industry zone only**<br>Air emissions are controlled to prevent loss of amenity and impacts on the health and safety of adjoining uses. | **AO9**<br>**Low impact industry zone only**<br>Development does not generate dust, soot, ash, fumes, overspray or odour, beyond the boundaries of the site. | **N/AO9**<br>The subject site is located in the *High impact industry* zone.<br><br>**Not Applicable.** | |
| **PO10**<br>**Low impact industry zone only**<br>Vibrations are controlled to prevent loss of amenity and impacts on the health and safety of adjoining uses. | **AO10**<br>**Low impact industry zone only**<br>Development does not generate vibration emissions beyond the boundary of the site. | **N/AO10**<br>The subject site is located in the *High impact industry* zone.<br><br>**Not Applicable.** | |
| **PO11**<br>**Low impact industry zone only**<br>Storage areas are not visible from a public place or sensitive land use. | **AO11**<br>**Low impact industry zone only**<br>Storage areas are:<br>(a) set back at least 10m from roads; and<br>(b) screened with solid fencing or vegetation. | **N/AO11**<br>The subject site is located in the *High impact industry* zone.<br><br>**Not Applicable.** | |

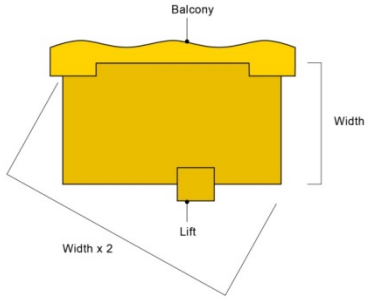
## *OTHER DEVELOPMENT CODES*

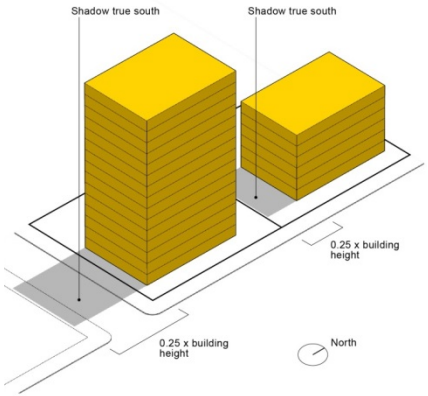
### *General Development Provisions Code*

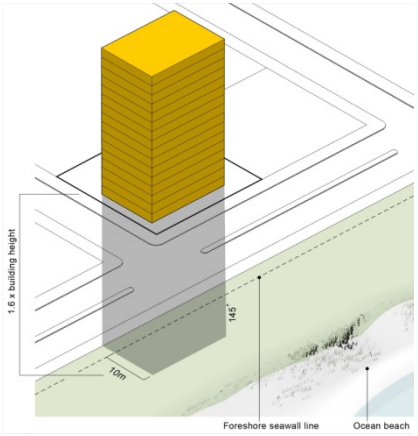
| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| Amenity protection | | | |
| **PO1**<br>Development mitigates any negative effects to amenity, health and safety from existing surrounding activities having regard to:<br>(a) noise;<br>(b) hours of operation;<br>(c) traffic;<br>(d) signage;<br>(e) visual amenity;<br>(f) wind effects;<br>(g) privacy;<br>(h) vibration;<br>(i) contaminated substances;<br>(j) hazardous chemicals;<br>(k) odour and emissions; and<br>(l) safety. | **AO1**<br>No acceptable outcome provided. | **N/AO1**<br>The proposed industrial development is located in an existing high impact industrial area.<br><br>**Not Applicable.** | |
| **PO2**<br>The proposed development prevents loss of amenity and threats to health and safety, having regard to:<br>(a) noise;<br>(b) hours of operation;<br>(c) traffic;<br>(d) signage;<br>(e) visual amenity;<br>(f) wind effects;<br>(g) privacy;<br>(h) vibration;<br>(i) contaminating substances;<br>(j) hazardous chemicals; | **AO2**<br>No acceptable outcome provided. | **N/AO2**<br>The proposed industrial development is located in an existing high impact industrial area and is not located in proximity to any sensitive uses.<br><br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| (k) odour and emissions; and<br>(l) safety. | | | |
| Development along the Pacific Motorway and heavy railway line | | | |
| **PO3**<br>Development adjacent to the Pacific Motorway and heavy railway line minimises views of the storage of outdoor plant and equipment, including service areas to provide an attractive outlook for persons using the transport network. | **AO3**<br>Where the site is adjacent to the Pacific Motorway or a heavy rail line, areas used for outdoor storage, including service areas are screened from view from users of the motorway or heavy rail line by buildings, solid fencing or vegetation. | **N/AO3**<br>The subject site is not located adjacent to the Pacific Motorway or a heavy rail line.<br><br>**Not Applicable.** | |
| Landscaping | | | |
| **PO4**<br>The proposal provides landscape work that protects and enhances the character of the local area. | **AO4.1**<br>For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences a Statement of Landscape Intent prepared in accordance with **SC6.10 City Plan policy – Landscape work** demonstrating that the landscaping will provide amenity for site users and will protect and enhance the character of the local area.<br><br>**AO4.2**<br>An Open Space Management Statement is prepared in accordance with **SC6.10 City Plan policy – Landscape work** where landscape works are proposed to be undertaken on land that is or is intended to be, public open space. | **AO4.1**<br>The subject site is located in an existing and expanding industrial park and is surrounded on all sides by vacant high impact industrial land. Provision has been made for a total of 671m$^2$ (11%) of landscape open space areas on-site, in particular along the road frontage, that will soften the built form and hardstand areas and make a positive contribution to the Christensen Road South and future new road streetscapes.<br><br>The Landscape Plan, prepared by Space Frame Design and Construct Solutions, demonstrates that the proposed landscape work to be provided that will enhance the character of the high impact industrial area. (Refer 'Plans of Layout' pdf).<br><br>**Acceptable Outcome met**<br><br>**N/AO4.2**<br>The proposed development does not incorporate any landscape works on land that is or is intended to be, public open space.<br><br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| Building services | | | |
| **PO5**<br>All mechanical equipment is located and housed so as not to cause disturbance to residents within or adjoining the development. | **AO5**<br>**For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences:**<br>The mechanical equipment, including air-conditioning plant and swimming pool pumps, is incorporated within the building.<br>OR<br>The mechanical equipment, including air-conditioning plant and swimming pool pumps, is housed external to the principal building and:<br>(a) is contained within a solid structure; and<br>(b) located no closer than 1.5m to any site boundary. | **N/AO5**<br>The subject site is located within an established industrial area and is not located in proximity to any residential areas or sensitive uses.<br>**Not Applicable.** | |
| Casual surveillance and lighting | | | |
| **PO6**<br>Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime. | **AO6**<br>No acceptable outcome provided. | **PO6**<br>The proposed building design actively promotes safety. The provision of extensive window/glass panel areas and large roller doors (which face the street frontages and the internal carparking area) will substantially reduce opportunities for concealment on–site, as well as enhance the surveillance of the street. Adequate lighting will be incorporated into the development and can be conditioned accordingly.<br>**Performance Outcome met.** | |
| Lighting | | | |
| **PO7**<br>Lighting associated with any development does not cause a nuisance. | **AO7**<br>Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site. | **AO7**<br>Any lighting on site will be provided to ensure that no light spillage occurs outside the boundaries of the site. This may be imposed as a condition of approval.<br>**Acceptable Outcome met.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| Shadow impacts – for all development 3 or more storeys | | | |
| **PO8**<br>The building is designed and located to ensure that the shadow cast by the building does not detract from a comfortable living and ground level environment and the access of adequate sunlight to private and public spaces having regard to:<br>(a) the degree of containment of the shadow on the subject site at different times of the day on the summer and winter solstice and spring and autumn equinox;<br>(b) the cumulative impact of the shadow and existing shadows;<br>(c) the effect of the shadow on the ocean beach, Broadwater foreshore, or riverside or beachside public open space;<br>(d) the location of the shadow on non-residential areas external to the site; and<br>(e) the effect of the shadow on any other site or other building. | **AO8.1**<br>The width of the shadow cast in any direction by each level of the building, excluding balconies and lift wells, does not exceed twice the width of the shadow cast in any other direction.<br>  <br><br>**Figure 9.4.4-1**<br>Illustration showing width ratio shadow outcome | **N/AO8.1**<br>The proposed industrial development is to be one (1) storey in height. It is also noted that the subject site is located within an established industrial area.<br><br>**Not Applicable.** | |
| | **AO8.2**<br>The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from ground level adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site. | **N/AO8.2**<br>The proposed industrial development is to be one (1) storey in height. It is also noted that the subject site is located within an established industrial area.<br><br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| |  <br>**Figure 9.4.4-2**<br>Illustration showing southern shadow outcome | | |
| | **AO8.3**<br>**Bermuda Point precinct**<br>The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from the top of the podium adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site.<br>**Note: The podium is excluded from any southern shadow calculations.** | **N/AO8.1**<br>The proposed industrial development is to be one (1) storey in height. It is also noted that the subject site is located within an established industrial area.<br>**Not Applicable.** | |
| | **AO8.4**<br>The shadow cast by any building does not cover any part of the ocean beach or Broadwater foreshore when the shadow has a bearing of 145° east of true north and the length of the shadow is 1.6 times the height of the building as measured from the ground level to the top of the topmost storey.<br>**Note: For the purpose of this acceptable outcome, the ocean beach is** | **N/AO8.1**<br>The proposed industrial development is to be one (1) storey in height. It is also noted that the subject site is located within an established industrial area.<br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| | **defined as that area east of a line 10m east of and parallel to the foreshore seawall line and the Broadwater foreshore is defined as that area east of the leading edge of the revetment wall.**<br>  <br><br>**Figure 9.4.4-3**<br>Illustration showing ocean beach and Broadwater foreshore shadow outcome | | |
| | **AO8.5**<br>The shadow cast by the building in the direction of true south does not intrude more than 10m into a riverside public open space reserve. | **N/AO8.1**<br>The proposed industrial development is to be one (1) storey in height. It is also noted that the subject site is located within an established industrial area.<br><br>**Not Applicable.** | |
| Earthworks and treatment of retaining walls | | | |
| **PO9**<br>Earthworks and retaining walls associated with the development do not create a negative visual impact upon neighbouring properties or the streetscape. | **AO9**<br>Retaining walls and batters comply with the requirements of **SC6.9 City Plan policy – Land development guidelines**. | **N/AO9**<br>No retaining walls or batters are proposed on-site.<br><br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| Stormwater drainage | | | |
| **PO10**<br>Development does not cause adverse stormwater drainage impacts on or off the site. | **AO10**<br>All development incorporates stormwater drainage works to comply with the requirements of **SC6.9 City Plan policy – Land development guidelines**. | **AO10**<br>A Stormwater Management Plan has been prepared by Civil Perspective Pty Ltd (Ref: 17167 UMB15639 dated 9 October 2017) which demonstrates compliance with the acceptable outcome in detail.<br><br>(Refer to the attached 'Stormwater Management Plan' pdf.)<br><br>**Acceptable Outcome met.** | |
| Infrastructure | | | |
| **PO11**<br>All development ensures connection to public utilities to meet the needs of the development, including sewer, water, electricity and communications services. | **AO11**<br>All development is provided with services, as follows:<br>(a) electricity supply and communication services<br>(a) reticulated water supply, when within the mapped 'water supply service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space or Rural zones<br>(b) reticulated sewer network, when within the mapped 'wastewater service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space, Rural or Rural residential zones. | **AO11**<br>The subject site forms part of an established industrial park that has previously been supplied with all necessary urban services.<br><br>As such, the proposed development can be adequately connected to the required services. This may be imposed as a condition of approval.<br><br>**Acceptable Outcome met.** | |
| Site analysis | | | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| **PO12**<br>Development is designed to:<br>(a) complement the character and address any impacts on the amenity and environment of the local area;<br>(b) avoid any risk to life or property arising from natural hazards; and<br>(c) protect significant natural habitat areas, wildlife corridors, wetlands and waterway corridors. | **AO12**<br>A site analysis plan is prepared in accordance with **SC6.11 City Plan policy – Site analysis**. | **PO12**<br>The proposed industrial development is located in an existing high impact industrial area on a vacant, cleared site. No significant natural habitat areas, wildlife corridors, wetlands or waterway corridors are located on the site. Overall the proposal will not have detrimental impacts on the local area and has been designed to:<br>(a) contribute positively to the Christensen Road South streetscape;<br>(b) provide compliant on-site car parking and servicing areas;<br>(c) provide for a total of 671m$^2$ (11%) of landscape open space area on-site, including a minimum 3m wide landscape strip along the Christensen Road South frontage with the exception of the driveway crossover area; and<br>(d) provide for passive surveillance of the public domain.<br><br>**Performance Outcome met.** | |

## *Transport Code*

| Performance outcomes | Acceptable outcomes | | Does the proposal meet the acceptable outcome?<br>**If not, justify how the proposal meets either the performance outcome or overall outcome** | Internal use |
|---|---|---|---|---|
| Car parking | | | | |
| **PO1**<br>Development provides off-street car parking to accommodate the parking demand.<br>OR<br>Where located in the Centre zone or the Southport Priority Development Area at rates that:<br>(a) reduce congestion and car dependency;<br>(b) maximise the efficiency of car parking provided; and<br>(c) encourage alternative transport options such as walking, cycling and the use of public transport. | **AO1**<br>Off- street car parking spaces are provided in accordance with the identified relevant table as follows: | | **AO1**<br>Compliant off-street parking is provided as detailed below. | |
| | Location | Off-street car parking rate | | |
| | All zones except:<br>(a) Centre zone;<br>(b) High density residential zone (where located in the Transport hub area in **Figure 9.4.13-1**); or<br>(c) Special purposes zone – Special development area precinct – Southport Priority Development Area | **Table 9.4.13-3** | The proposed development is for *Medium impact industry* in the *High impact industry zone* and as such provision is to be made for a total of thirty-seven (37) car parking spaces on-site, including a space for ,disabled persons in accordance with the requirements of Table 9.4.13-3.<br><br>**Acceptable Outcome met.** | |
| | Centre zone and High density residential zone where nominated in the Transport hub area in **Figure 9.4.13-1** | **Table 9.4.13-4** | | |
| | Centre zone not nominated in the Transport hub area in **Figure 9.4.13-1** | **Table 9.4.13-5** | | |
| | Special purposes zone – Special development area precinct – Southport Priority Development Area | **Table 9.4.13-6** | | |
| | **Note: Where off-street car parking cannot be reasonably provided, Council may consider improvements to active and public transport to offset the shortfall in car parking spaces.** | | | |
| **PO2**<br>Development ensures that access to car parking spaces is provided for employees | **AO2**<br>Car parking spaces for employees and visitors do not have gateways, doors or similar devices which restrict | | **AO2**<br>The front gates to the site are to remain open at all times during normal business hours to | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>**If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome** | Internal use |
|---|---|---|---|
| and bona fide visitors. | vehicular access. | ensure access to car parking spaces is provided for employees and bona fide visitors. This may be imposed as a condition of approval.<br><br>**Acceptable Outcome met.** | |
| **PO3**<br>Extensions to development are provided with additional car parking spaces to meet the increased parking demand.<br>**Note: Additional car parking spaces are not required where it can be demonstrated that the existing parking on-site was in excess of the City Plan requirements at the time of approval or the applicable parking rates currently in effect or results in the loss of existing pedestrian and cycling facilities.** | **AO3**<br>Extensions to development provide additional car parking spaces based on the increased TUA. | **N/AO3**<br>The proposal is for a new industrial development on-site with compliant car parking provided.<br><br>**Not Applicable.** | |
| Travel demand measures | | | |
| **PO4**<br>Development provides alternative modes of travel to reduce dependency on private vehicle usage. | **AO4.1**<br>Development that is identified in the Transport hub area in **Figure 9.4.13-1: Transport hub area** applies travel demand measures in accordance with **Table 9.4.13-7: Travel demand measures**. | **N/AO4.1**<br>The subject site is not identified in the Transport hub area in Figure 9.4.13-1.<br><br>**Not Applicable.** | |
| | **AO4.2**<br>Development applies the car sharing travel demand measure in accordance with **Table 9.4.13-7: Travel demand measures**, where:<br>(a) located in the Centre zone and not identified in the Transport hub area in **Figure 9.4.13-1: Transport hub area**; or<br>(b) located in any other zone (except the Centre zone). | **N/AO3**<br>Compliant car parking has been provided in accordance with the requirements of Table 9.4.13-3.<br><br>**Not Applicable.** | |
| Servicing | | | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>**If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome** | Internal use |
|---|---|---|---|
| **PO5**<br>Development accommodates for the required design service vehicle, including waste collection vehicles to service the development. | **AO5**<br>Development is designed to cater for the largest service vehicle in accordance with **Table 9.4.13-9: Minimum class of service vehicle**. | **AO5**<br>The proposal provides for on-site vehicle loading/unloading and associated manoeuvring for an articulated vehicle (AV) in accordance with the requirements of Table 9.4.13-8: *Service vehicle requirements*.<br><br>**Acceptable Outcome Met.** | |
| **PO6**<br>Development is designed to ensure:<br>(a) that areas are provided for loading and unloading of service vehicles;<br>(b) that loading operations are contained wholly within the site; and<br>(c) that pathways from service areas to tenancies are an appropriate width to allow for pallets and trolleys to manoeuvre without conflicting with doors, gates or landscaping. | **AO6.1**<br>Development is designed to provide for the design service vehicle in accordance with **Table 9.4.13-8: Service vehicle requirements**. | **AO6.1**<br>The proposal provides for on-site vehicle loading/unloading and associated manoeuvring for an articulated vehicle (AV) in accordance with the requirements of Table 9.4.13-8: *Service vehicle requirements*.<br><br>**Acceptable Outcome met.** | |
| | **AO6.2**<br>Service areas are designed in accordance with *AS2890.2*. | **AO6.2**<br>All service areas are to be designed in accordance with *AS2890.2*. This may be imposed as a condition of approval.<br><br>**Acceptable Outcome met.** | |
| **PO7**<br>Development ensures that service vehicle routes to and from the development minimise impacts on residential safety and amenity. | **AO7**<br>Development ensures that service vehicles use the shortest and most direct route to and from the major road network as identified on the Functional road hierarchy network as shown on the Zone map without impacting upon residential amenity and safety of surrounding local area. | **AO7**<br>The subject site has direct access to Christensen Road which is designated as a Distributor Road on Council's *Functional road hierarchy* and provides direct access through the established industrial area to the Pacific Motorway.<br><br>**Acceptable Outcome met.** | |
| Public transport network | | | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| **PO8**<br>Development that attracts a high proportion of people using high frequency public transport incorporates on-site provision for integration with the public transport network. This includes appropriate pedestrian and cyclist linkages which are safe, attractive and convenient to use and connected with adjoining uses, public areas and the functional road hierarchy. | **AO8**<br>Development provides for the integration of an off-road public passenger transport facility for the following land uses:<br>(a) Air services;<br>(b) Educational establishment (new and existing);<br>(c) Hospital;<br>(d) Major sport, recreation and entertainment facility;<br>(e) Shop (2,000m² or greater); and<br>(f) Tourist attraction. | **N/AO8**<br>The proposed development is for industrial use.<br><br>**Not Applicable.** | |
| **PO9**<br>Development that attracts a reasonable proportion of people utilising public transport and is located within 400m walking distance of an existing or future:<br>(a) bus stop on a high frequency public transport route;<br>(b) light rail station; and<br>(c) heavy rail station;<br>provides appropriate pedestrian and cyclist linkages, including crossing points, which are safe, attractive and convenient to use and connect with public transport infrastructure. | **AO9**<br>Development that is located within 400m walking distance of a public passenger transport facility provide footpaths and crossing points to access nearby transport facilities such as bus stops or rail stations safely. | **N/AO9**<br>The proposed industrial development is not located within 400m walking distance of a public passenger transport facility.<br><br>**Not Applicable.** | |
| Active transport network | | | |
| **PO10**<br>Development ensures that adequate off-street bicycle parking and end-of-trip facilities are provided to encourage use and meet the needs and volumes of predicted pedestrian and cyclist users. | **AO10.1**<br>Development provides off-street bicycle parking and end-of-trip facilities in accordance with **Table 9.4.13-10: Bicycle parking rates** and **Table 9.4.13-11: End-of-trip facilities for active travel users**.<br>**Note: This AO does not apply to the following uses:**<br>• **Dwelling house;**<br>• **Secondary dwelling;**<br>• **Dual occupancy; or** | **AO10.1**<br>Provision for the parking of eighteen (18) bicycles on-site is in accordance with the requirements of Table 9.4.13-10. It is proposed to provide the bicycle parking in two (2) separate areas adjoining the proposed office areas.<br><br>**Acceptable Outcome met.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| | • **Multiple dwelling (where there are 3 dwellings or less).** | | |
| | **AO10.2**<br>Development locates end-of-trip facilities within the site in close proximity to areas of bicycle parking and entrances to the site and/or building. | **N/AO10.2**<br>Additional end-of-trip facilities are not required to be provided for industrial uses in accordance with Table 9.4.13-10: Bicycle parking rates.<br><br>**Not Applicable.** | |
| | **AO10.3**<br>Signage for end-of-trip facilities and bicycle parking areas is provided within the site at:<br>(a) ground level, external to buildings, identifying the location of bicycle parking areas; and<br>(b) at bicycle parking areas, indicating the location of end-of-trip facilities. | **AO10.3**<br>Appropriate signage is to be provided for all bicycle parking areas. This may be imposed as a condition of approval.<br><br>**Acceptable Outcome met.** | |
| **PO11**<br>Development ensures that access for pedestrians and cyclists from the street frontage and from any car parking or set down area to the main entry of the building is designed to provide safe movement. It should be convenient and clearly identifiable and avoid conflict with vehicle movements. | **AO11.1**<br>Development with 20 dwellings or less and have a single road frontage, provides a footpath, separated from the extension of the access driveway, from the property boundary for a distance equivalent to the zone front setback. | **N/AO11.1**<br>The proposed development is for an industrial use.<br><br>**Not Applicable.** | |
| | **AO11.2**<br>Development with 20 dwellings or less and have more than 1 road frontage, provides a pedestrian and cyclist pathway from the primary road frontage that is separated from vehicle movements for a distance equivalent to the zone front setback. | **N/AO11.2**<br>The proposed development is for an industrial use.<br><br>**Not Applicable.** | |
| | **AO11.3**<br>Development with 21 dwellings or more provides for at least 1 continuous pedestrian and cyclist pathway from each road frontage that is separated from vehicle movements. | **N/A11.3**<br>The proposed development is for an industrial use.<br><br>**Not Applicable.** | |
| | **AO11.4** | **N/A11.4** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>**If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome** | Internal use |
|---|---|---|---|
| | Pathways are to be designed and constructed in accordance with *AS1428.1*. | The proposed development is for an industrial use.<br><br>**Not Applicable.** | |
| | **AO11.5**<br>Where a non-residential land use is to occupy an established residential premises, there is no requirement to provide for a pathway from any road frontage. | **N/AO11.5**<br>The proposed development is for an industrial use on vacant industrial zoned land.<br><br>**Not Applicable.** | |
| **PO12**<br>Development ensures that off-street bicycle parking areas are designed to be:<br>(a) located outside pedestrian movements paths and be visible from the street (casual surveillance);<br>(b) easily accessible from the road;<br>(c) arranged so that parking and unparking manoeuvres in a car park do not damage adjacent bicycles;<br>(d) as close as practical to the cyclists ultimate destination;<br>(e) well lit by appropriate lighting; and<br>(f) protected from the weather. | **AO12**<br>Development provides bicycle parking within the site that is designed, constructed and maintained in accordance with the *Cycling Aspects of Austroads* and *AS2890.3* and the following:<br>(a) employee and residential bicycle parking is provided to a User Class 2 classification accessed by users with a key or security device;<br>(b) visitor (residential and non-residential) is provided to a User Class 3 classification, positioned at ground level in a visible line of sight to the developments main entry; and<br>(c) ramps and pathways be provided as direct as possible from the roadway and/or pathways to the bicycle parking facilities. | **AO12**<br>All bicycle parking within the site is designed, constructed and maintained in accordance with the *Cycling Aspects of Austroads* and *AS2890.3.* This may be imposed as a condition of approval.<br><br>**Acceptable Outcome met.** | |
| **PO13**<br>Development ensures that access for pedestrians and cyclists to and from the site is designed to be direct, safe, pleasant and comfortable environments that connect people with places of local interest, services, public transport facilities and neighbourhoods. | **AO13**<br>Development provides for a disability access compliant shared path or footpath along the frontage of the site within the road reserve, designed and constructed in accordance with the Functional road hierarchy network as shown on the Zone map and **SC6.9 City Plan policy – Land development guidelines**.<br>**Note: This AO does not apply to the following uses:**<br>• **Dwelling house;**<br>• **Secondary dwelling;**<br>• **Dual occupancy; or** | **N/AO13**<br>A footpath has previously been provided along the site frontage with parking for disabled persons provided on-site.<br><br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| | • **Multiple dwelling (where there are 3 dwellings or less).** | | |
| **PO14**<br>Development contributes to the safe and efficient provision and operation of the bicycle network. | **AO14.1**<br>Development that abuts a service road as shown on the **Bicycle network classification map** provides:<br>(a) 2m on-road exclusive bike lane to be constructed along the full frontage of the site – development side only; and<br>(b) on-road exclusive bicycle lanes (full-time; minimum 2.0 metres in width) through any new intersection with the required navigational aids such as (but not limited to) directional signage, route markers, pavement treatments and schematic signage.<br>**Note: This AO does not apply to the following uses:**<br>• **Dwelling house;**<br>• **Secondary dwelling;**<br>• **Dual occupancy; or**<br>• **Multiple dwelling (where there are 3 dwellings or less)** | **N/AO14.1**<br>Discussions with Council Transport Planner Joel Burnett of Transport Assessment on 27/09/17 confirmed that a *Bicycle network classification map* is not currently in existence.<br>**Not Applicable.** | |
| | **AO14.2**<br>Development that abuts a Principal route or District route as shown on the **Bicycle network classification map** provides a 3m off-road shared footpath to be constructed along the full frontage of the site – development side only.<br>**Note: This AO does not apply to the following uses:**<br>• **Dwelling house;**<br>• **Secondary dwelling;**<br>• **Dual occupancy; or**<br>• **Multiple dwelling (where there are 3 dwellings or less).** | **N/AO14.2**<br>Discussions with Council Transport Planner Joel Burnett of Transport Assessment on 27/09/17 confirmed that a *Bicycle network classification map* is not currently in existence.<br>**Not Applicable.** | |
| | **AO14.3**<br>Development that abuts a Neighbourhood route as shown on **Bicycle network classification map** provides a 2.5m off-road shared footpath to be | **N/AO14.3**<br>Discussions with Council Transport Planner Joel Burnett of Transport Assessment on 27/09/17 confirmed that a *Bicycle network* | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| | constructed along the full frontage of the site – development side only.<br>**Note: This AO does not apply to the following uses:**<br>• **Dwelling house;**<br>• **Secondary dwelling;**<br>• **Dual occupancy; or**<br>• **Multiple dwelling (where there are 3 dwellings or less).** | *classification map* is not currently in existence.<br><br>**Not Applicable.** | |
| | **AO14.4**<br>Development that abuts a Principal route, District route or Neighbourhood route as shown on **Bicycle network classification map** provides a 2m wide on-road cycle lanes.<br>**Note: This AO does not apply to the following uses:**<br>• **Dwelling house;**<br>• **Secondary dwelling;**<br>• **Dual occupancy; or**<br>• **Multiple dwelling (where there are 3 dwellings or less).** | **N/AO14.4**<br>Discussions with Council Transport Planner Joel Burnett of Transport Assessment on 27/09/17 confirmed that a *Bicycle network classification map* is not currently in existence.<br><br>**Not Applicable.** | |
| | **AO14.5**<br>Footpaths and on-road cycle lanes are designed and constructed in accordance with **SC6.9 City Plan policy – Land development guidelines**. | **N/AO14.5**<br>No new footpaths or on-road cycle lanes are required to be provided.<br><br>**Not Applicable.** | |
| | **AO14.6**<br>Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities. | **AO14.6**<br>The proposed development does not remove or compromise any existing on or off-road bicycle or pedestrian infrastructure and facilities.<br><br>**Acceptable Outcome met.** | |
| Roads and freight | | | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| **PO15**<br>Where new development creates public road, the road is to be constructed to an appropriate standard. | **AO15.1**<br>Development provides public roads that are designed and constructed in accordance with **SC6.9 City Plan policy – Land development guidelines** and *Austroads*. | **N/AO15.1**<br>No new public road is proposed as part of the development.<br><br>**Not Applicable.** | |
| | **AO15.2**<br>Development provides public roads which prevent the need for traffic calming devices to manage vehicle design speed, deter through traffic and create safe conditions for pedestrians and cyclists. | **N/AO15.2**<br>No new public road is proposed as part of the development.<br><br>**Not Applicable.** | |
| **PO16**<br>Where development provides for an access easement, the easement:<br>(a) is an adequate width;<br>(b) is constructed to a standard appropriate to the situation; and<br>(c) does not result in unreasonable detriment or nuisance to an adjacent premises. | **AO16**<br>No acceptable outcome provided. | **N/AO16**<br>No access easements are proposed as part of the development.<br><br>**Not Applicable.** | |
| **PO17**<br>Development ensures that corner lots to a public roadway provide a corner truncation to ensure safety, functioning and visibility at the intersection. | **AO17.1**<br>Development provides for a corner truncation, if not already provided, at each corner of a site to a public roadway. | **N/AO17.1**<br>The subject site is not located on a corner of a public roadway.<br><br>It is noted that the subject site forms part of a proposed reconfiguration of Lot 334 on SP193431. As a result of the proposed subdivision the subject site will be located on the corner of Christensen Road South and new road. A corner truncation is to be provided as part of the overall subdivision design in accordance with Council requirements.<br><br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| | **AO17.2**<br>Land required to provide a corner truncation made by three equal chords of a 6m radius (8m where in an Industrial estate) on the corner of the site to a public roadway must be dedicated to Council as road reserve. | **N/AO17.2**<br>The subject site is not located on a corner of a public roadway.<br>**Not Applicable.** | |
| | **AO17.3**<br>At roundabouts and intersections, the truncation must be enlarged to maintain verge widths and sight line requirements. | **N/AO17.3**<br>The subject site is not located on a corner of a public roadway.<br>**Not Applicable.** | |
| | **AO17.4**<br>In brownfield areas, the truncation must not reduce the size of the existing verge area. | **N/AO17.4**<br>The subject site is not located on a corner of a public roadway.<br>**Not Applicable.** | |
| | **AO17.5**<br>At the entry/exit to a laneway, the truncation is an area made by one chord of a 2m radius. | **N/AO17.5**<br>The subject site is not located on a corner of a public roadway.<br>**Not Applicable.** | |
| **PO18**<br>Development that provides a new intersection is designed to ensure:<br>(a) safety and does not compromise the efficiency, function, convenience of use or capacity of the road network;<br>(b) verge areas that provide sufficient area for safe pedestrian and cycling movement; and<br>(c) sufficient area to provide essential services and infrastructure, including traffic management. | **AO18.1**<br>Development that creates a new intersection within a public roadway ensures that the intersection is designed and constructed in accordance with *Austroads* and **SC6.9 City Plan policy – Land development guidelines**. | **N/AO18.1**<br>The proposed development does not create a new intersection as detailed in AO17.1 above.<br>**Not Applicable.** | |
| | **AO18.2**<br>In brownfield areas, verge areas are not to be reduced but may be widened to accommodate essential services and infrastructure, including bicycle and pedestrian pathways and public transport infrastructure. | **N/AO18.2**<br>The proposed development does not create a new intersection.<br>**Not Applicable.** | |

Ingress and egress

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| **PO19**<br>Development ensures that all vehicles ingress and egress the site in a forward gear. | **AO19**<br>Development is designed so that all vehicle classes enter and exit the site in a forward gear, unless otherwise stated in **Table 9.4.13-8: Service vehicle requirements.**<br>**Note: This AO does not apply to the following uses:**<br>• **Dwelling house;**<br>• **Secondary dwelling;**<br>• **Dual occupancy; or**<br>• **Multiple dwelling (where there are 3 dwellings or less).** | **AO19**<br>The proposed development has been designed to ensure all vehicles are able to enter and exit the site in a forward gear. A condition of approval may be imposed reflecting this.<br>**Acceptable Outcome met.** | |
| Integrated transport and land use | | | |
| **PO20**<br>Development is:<br>(a) appropriately located to reduce the need to travel by car and is accessible by public transport, walking and cycling; and<br>(b) designed to reduce impacts on the amenity, safety and operation of the road network through appropriate measures to ensure that the function and capacity of the road network is not compromised. | **AO20**<br>A Traffic Impact Assessment is prepared and submitted to Council in the following instances:<br>(a) when the development is identified as "any other use not listed in this table" or "any other undefined use" in **Part 5 – Tables of assessment;**<br>(b) when the development is freight dependent;<br>(c) when vehicle access will be required to a road identified on the **Function road hierarchy map;**<br>(d) when vehicle access will be required to a service road as identified on the **Pacific motorway service road types overlay map**;<br>(e) when vehicle access will be required within 100m of a signalised intersection;<br>(f) when vehicle access will be required within 50m of a roundabout; or<br>(g) when a new intersection is proposed. | **PO20**<br>The proposal is for an industrial development located in an existing high impact industrial area. The site has direct access to Christensen Road South which is an industrial collector road providing direct access to an arterial road and the Pacific Motorway.<br>The traffic volumes likely to be generated by the proposed development are considered to be consistent with reasonably anticipated development in the industrial estate and as such no material impact upon the performance of the surrounding road network is likely to be created in this instance.<br>**Performance Outcome met.** | |
| **PO21**<br>Development is not located in areas that compromise future transport corridors, including roads, public transport and active transport. | **AO21**<br>Land shown on the zone maps for the purposes of existing or future road network infrastructure, is to be dedicated to Council as public road. | **N/AO21**<br>The subject site is not shown to contain any existing or future road network infrastructure. | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
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| | | **Not Applicable.** | |
| **PO22**<br>Staged development is planned, designed and constructed to ensure that:<br>(a) the construction of active and public transport infrastructure occurs in initial stages of development; and<br>(b) adequate car parking is provided for each stage to support the function of the development. | **AO22**<br>No acceptable outcome provided. | **N/AO22**<br>It is not proposed to stage the development.<br>**Not Applicable.** | |
| **PO23**<br>Development within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections.<br>**Note: Indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2.** | **AO23**<br>No acceptable outcome provided. | **N/AO23**<br>The subject site is not located within the Coomera Town Centre area.<br>**Not Applicable.** | |
| General | | | |
| **PO24**<br>New development ensures continuous circulation aisles are provided linking all driveways and intersections to access car parking modules and service areas, and avoids the use of the road network when accessing areas within the development. | **AO24.1**<br>All car parking modules and service areas are accessed by circulation aisles. | **N/AO24.1**<br>All car parking and service areas are able to be accessed via internal hardstand circulation and manoeuvring areas. No car parking modules and linking driveways are proposed.<br>**Not Applicable.** | |
| | **AO24.2**<br>Circulation aisles are not disconnected by car parking modules or service areas. | **N/AO24.2**<br>All car parking bays have been provided to the perimeter of the hardstand circulation and manoeuvring areas. No car parking modules and linking driveways are proposed. | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| | | **Not Applicable.** | |
| | **AO24.3**<br>All access driveways are linked by circulation aisles free from parking manoeuvres. | **N/AO24.3**<br>The functioning of the proposed access driveway to the site from Christensen Road will not be impacted by any on-site parking manoeuvres. No car parking modules and linking driveways are proposed.<br><br>It is also noted that the future second access driveway to the site from the proposed new road to be created as part of the proposed subdivision of Lot 334 on SP193431 will similarly not be impacted by any on-site parking manoeuvres.<br><br>**Not Applicable.** | |
| | **AO24.4**<br>All vehicles can circulate throughout the new development in a forward gear without performing reverse manoeuvres. | **N/AO24.4**<br>No car parking modules and linking driveways are proposed.<br><br>**Not Applicable.** | |
| **PO25**<br>Off street car parking areas are designed to:<br>(a) provide a legible and efficient internal layout;<br>(b) ensure the safety and security of users;<br>(c) clearly distinguishable from pedestrian paths and entry points;<br>(d) be easily negotiated by vehicles and pedestrians including persons with a disability;<br>(e) ensure that there is no disruptions to or | **AO25.1**<br>Off street car parking is designed, constructed, line marked and maintained in accordance with *AS2890.1*, *AS2890.2. AS2890.6* and *AS1428.1*. | **AO25.1**<br>All off-street car parking is to be designed, constructed, line marked and maintained generally in accordance with *AS2890.1*, *AS2890.2. AS2890.6* and *AS1428.1*. This may be imposed as a condition of approval.<br><br>**Acceptable Outcome met.** | |
| | **AO25.2**<br>The entry/exit to a driveway, internal to the property boundary of the development, is separated by a central island containing an intercom or similar electronic | **N/AO25.2**<br>Direct access to Christensen Road South has been provided to the site. An internal central island or electronic device are not required. | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| queues onto the public road network;<br>(f) provide sight distances from driveways to ensure visibility between vehicles on the driveway and pedestrians on the verge; and<br>(g) be marked and maintained to the current relevant standard. | access device. The intercom (or similar device) is to be setback 4m from the property boundary.<br>OR<br>The intercom:<br>(a) is positioned on the right hand side of the access driveway against a wall; and<br>(b) setback 4m from the property boundary, internal to the development.<br>**Note: The intercom system is only required where visitor car parking is provided behind a security gate.** | **Not Applicable.** | |
| | **AO25.3**<br>Development does not provide pavement humps or raised platforms in queuing areas. | **AO25.3**<br>No pavement humps or raised platforms are proposed in queuing areas. This may be imposed as a condition of development.<br>**Acceptable Outcome met.** | |
| | **AO25.4**<br>Development is designed so that vehicles do not reverse across marked pedestrian crossings. | **N/AO25.4**<br>No marked pedestrian crossings are located in proximity of the subject site.<br>**Not Applicable.** | |
| **PO26**<br>Car parking spaces do not restrict any other space unless it is in a tandem arrangement where no inconvenience arises from its use. | **AO26.1**<br>Tandem car parking (2 car spaces parked nose to tail) are counted as 1 space, except in the following cases:<br>(a) the spaces are designated and signed for residential purposes of the same dwelling; or<br>(b) the spaces are designed and signed for the occupants of the site, in a single tenancy; or<br>(c) the off-street car parking is to be operated as a privately operated public car park with on-site management whereby the off-street tandem car parking spaces may be counted as no greater than 1.5 spaces. | **N/AO26.1**<br>No tandem parking is proposed.<br>**Not Applicable.** | |

| Performance outcomes | Acceptable outcomes | Does the proposal meet the acceptable outcome?<br>If not, justify how the proposal meets either the performance outcome or overall outcome | Internal use |
|---|---|---|---|
| | **AO26.2**<br>The minimum length of a tandem car space is 10.4m. | **N/AO26.2**<br>No tandem parking is proposed.<br><br>**Not Applicable.** | |
| | **AO26.3**<br>The minimum length of a tandem garage is 11m. | **N/AO26.3**<br>No tandem parking is proposed.<br><br>**Not Applicable.** | |
| **PO27**<br>Development ensures that where provision is made for a porte cochere, it is designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the porte cochere must accommodate vehicles entirely within the site, including the queuing of vehicles. | **AO27**<br>The porte cochere is to be a minimum of 4.5m in height. | **N/AO27**<br>A porte cochere is not proposed.<br><br>**Not Applicable.** | |